

POMRIL.
PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
Diabetes.
Per doz. quarts.....\$7.25
Per doz. pints.....4.65
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH
The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
H. PRICE & CO.,
12, Queen's Road Central

No. 14,515 號伍十百五千肆萬壹第 日肆初月癸年十叁緒光 HONGKONG, WEDNESDAY, OCTOBER 12TH, 1904. 叁拜禮 號式十月十年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

WATSON'S PRICKLY
HEAT LOTION
IS A FIRST-RATE PREPARATION.
IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.
A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841. [a1381]

CUTLER, PALMER
& CO.'S
Price \$11.00 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a43]

LANE, CRAWFORD & CO.
Have been appointed
SOLE AGENTS
FOR THE
"WHITE HORSE CELLAR"
OLD
BLEND
WHISKY.
The Brand of the
OLD
COACHING DAYS
Price Per 1 Doz. Bot. \$14.00
" " 1 " Flasks 8.00
" " 1 " 5.00
" " 2 Gallon Jar 14.00 [a2183]

THE WINE GROWERS'
SUPPLY CO.



RONALD RENNIE'S WHISKIES.
Green Seal... \$12 per doz.
Perfection... \$14 per doz.
Finest Liqueur... \$16 per doz.
BARRETT & CO., Agents,
Nos. 22 & 24, Bank Buildings
Queen's Road.
[a2347]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
Casks of 375 lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.20 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 1st September, 1904. [a1451]

JUST ESTABLISHED:
(Telephone No. 487.)

WING SUN & CO.,
No. 54, QUEEN'S ROAD CENTRAL
(Premises formerly occupied by Messrs.
C. J. Gaupp & Co.)

HIGH-CLASS TAILORS & OUTFITTERS.
SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing—Latest Flannel Suits, Ties,
Panamas, Boots and Shoes, &c., &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904. [1912]

CARITON HOUSE
HOTELS,
No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Entrance and the Waverley Hotel,
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
For terms apply—
B. F. HOWARD,
Manager.
Hongkong, 7th October, 1904. [1621]

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS,



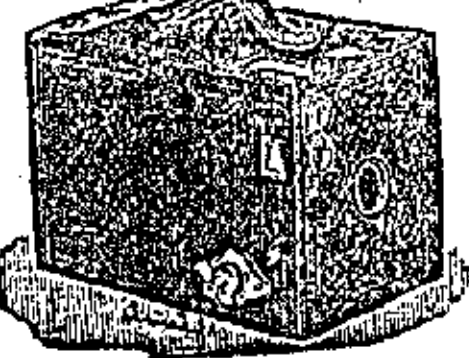
Telephone No. 75.

LONDON—RANGOON STREET, CRUTCHED FRIARS.
GLASGOW—ST. ENOCH SQUARE.
SHANGHAI—FOOCHOW ROAD.
SINGAPORE—RAFFLES QUAY.

AND
AGENCIES THROUGHOUT THE EAST.
15, QUEEN'S ROAD.
Hongkong, 6th October, 1904. [a35]

E. C. WILKS & CO.
CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS
MARINE AND ELECTRICAL CONTRACTORS.
SHIP-DESIGNING AND CONSTRUCTION.
ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES.
POWER INSTALLATIONS, &c.
MACHINERY AND ELECTRICAL REPAIR WORK, &c.
Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING AND ELECTRICAL MACHINERY.
Agents for H. W. JOHN'S ASBESTOS GOODS.
Cable Address "MARINEWORK," Hongkong.
Telephone No. 358.
12, Beaconsfield Arcade, Hongkong.
Hongkong, 24th August, 1904. [a1153]

PHOTO SUPPLIES

DEVELOPING  **GOOD WORK,**
AND PRINTING **PROMPT**
UNDERTAKEN. **RETURN.**
UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS.

LONG, HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
(Same Premises as Messrs. Ah Chee). [a38]
Hongkong, 15th August, 1904.

THE LAHMEYER ELECTRICAL CO. LD.
LONDON
AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MAIL,"
\$21 PER DOZ.

11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLENDED WHISKY,
\$11.00 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS.

AGENTS—**SIEMSEN & CO., HONGKONG.** [a15]

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.
This fine Wine is old, soft, and of grand flavor.
See analysis and certificate by Professor Cassall.

DOURO PORT,
\$15.00 PER DOZ.
A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.

LA TORRE SHERRY,
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ. QUARTS.
\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

NERNST

NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
EDM. JOHANNSEN or SIEMSEN & CO. [a5a]

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.

LETTS' DIARIES, 1905.
SHAKESPEARE, DICKENS, TENNY-
SON, &c. CALENDARS.
GOD'S GOOD MAN, by Marie Corelli \$4.60
Jones' Fighting Ships 1904... 13.00
Molesworth's Pocket-Book; Latest... 4.60
Walton's Steel Ships... 15.50
Holmes' Ship Building... 35.00
Sennett and Oram's Marine Engineering 18.00
Alice's Adventures in Wonderland... 2.50
Alice's Through the Looking Glass... 2.50
Slam on Bridge... 3.50
Walker's Electric Ship Lighting... 2.00
The Ambassador, by J. Oliver Hobbes... 3.00
Badsforth on Bridge... 1.50
Cock Tail Boothby's American Bar... 1.50
Unwritten Commandment, by Woodgate... 1.50
A Vanished Rival, by J. Blundelle Burton... 2.00

DIARY OF THE RUSSO-JAPANESE
WAR;
WITH MAPS AND ILLUSTRATIONS,
Parts 1 to 10.
Price.....60 cts. each.
BASE BALLS, WIZARD GOLF BALLS.
PUNCHING BAGS, PUNCHING MITS.
DATING STAMPS, Great Variety.
THE YANKEE STYLE PEN.
COLLINS' GRAPHIC ENGLISH DICTIONARY;
Illustrated with Numerous Engravings
and 16 Full Page Coloured Plates. \$3.00
NEW STOCK.
THREE CASTLE CIGARETTES.
MEDIUM NAVY CUT CIGARETTES.
WILLS' NAVY CUT TOBACCO. [a33]

TIRED WHEN YOU GET UP?

Do you get out of bed in the morning feeling "all played out," dull headache, no appetite,
no energy?

WATKINS' IRON TONIC

A simple tonic that will make all the difference in the world in the way you feel. It will
stimulate your liver, tone up your system, give you an appetite. You need only take it a short
time before you will get up in the morning with a clear head, a pure sweet breath, and feeling
like work.

WATKINS LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS,
APOTHECARIES' HALL, WATKINS BUILDING. [a37]

KELLY & WALSH, LD.

NEW BOOKS BY ENGLISH MAIL.

THE LORD OF CREATION, by T. W. H.
Cresland... 1.75
THE LAST HOPE, by H. S. Merriman...
1.75
MRS. BELFLO'S STRATAGEM, by Thos.
Cobb... 1.75
THE LITTLE VANITIES OF MRS.
WHITTAKER, by J. S. Winter... 1.75
MEADOWSWEET AND RUE, by S. K.
Hocking... 1.75
THE COMING OF THE KING, by J.
Hocking... 1.75
THE PHIL MAY ALBUM...
0.90
EXTRACTS FROM ADAM'S DIARY,
TRANSLATED FROM THE ORIGINAL
M.S., by Mark Twain... 1.75
THE BUSINESS OF INSURANCE, by A. J.
Wilson... 2.20
MODERN COMMERCIAL PRACTICE WITH
CORRESPONDENCE, by F. Heelis... 1.50
THE EXPLORATION OF TIBET, ITS
HISTORY AND PARTICULARS FROM
1823-1904, by G. Sandberg... 9.50
TOY DOGS IN HEALTH AND DISEASE,
by F. T. Barton... 2.20
ORDERED TO CHINA. LETTERS OF W. J.
CHAMBERLAIN... 4.70
SUPERSTITIONS ABOUT ANIMALS, by F.
Gibson... 2.70
HOLLAND, by Nico Jungman, Text by
B. Jungman; 75 Coloured Plates... 16.00

PEARSON'S HOME MANAGEMENT, Illus-
trations by "Isabel," Fully Illustrated \$8.00
THE GARDEN OF ASIA, by R. J. Farrer,
Cloth 2.25, Paper... 0.10
A DEFENCE OF BRIDGE, by "Badsforth"
L'ISLAMISME, by C. Houdas... 2.25
LA GUERRE RUSSO-JAPONAISE, by Leon
Tolstoi (Trans. from the Russian)... 2.25
MISSION PAVER INDO-CHINE ATLAS
NOTICES ET CARTES, by A. Pavie... 3.00
LE PANORAMA SALON; 1904 Vol.
5.00

THE RUSSO-JAPANESE WAR;
Fully Illustrated, PART 4. \$1.25
(Parts 1, 2 and 3 can still be supplied).

JUST PUBLISHED
THE ANGLO-CHINESE DATE BLOCK
1905. 75 Cents.

THE CRUISE OF THE "GLORIA," &c.,
By MELVILLE PICKNELL.
\$2.00 [a32]

LETTS' DIARIES 1905.

PO-CHEUNG & CO.

14, QUEEN'S ROAD CENTRAL.
FURNISHERS AND UPHOLSTERERS.
GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, ETC.
MADE TO SIZES AND PARTICULARS.
DESIGNS FORWARDED ON APPLICATION.
TELEPHONE 460. [a1708]

LANE, CRAWFORD & CO.
MUSIC DEPARTMENT.

The FINEST ENGLISH and FOREIGN-MADE PIANOS are those of
BROADWOOD & SONS,
BRINSMEAD & SONS,
COLLARD & COLLARD,
CHALLAN & SONS,
ALLISON & CO.,
DORNER & SONS and STEINWAY & SONS.

They can be purchased in Hongkong from the SOLE AGENTS ONLY, viz:—

LANE, CRAWFORD & CO.

Hongkong, 23rd September, 1904. [a3a]

HOTELS.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,
Manager.

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a914]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a1802]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Laundry Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a49]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER. [a241]

MACAO

AND
CANTON
HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.

WM. FARMER,

Proprietor. [a3706]

A. LING & CO.,
FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE.
63, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [2276]

INTIMATION

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

A WHISKY OF SURPASSING PURITY & MELLOWNESS.

IN QUALITY, A BLEND OF THE HIGHEST EXCELLENCE.

WATSON'S CELEBRATED

VERY OLD LIQUEUR SCOTCH WHISKY.

IS A BLEND OF THE FINEST WHISKIES OF SCOTLAND—SPECIALLY SELECTED—OF GREAT AGE—THOROUGHLY MATURED.

PER DOZEN... \$16.50

A. S. WATSON & CO. LIMITED.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to this Editor.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous or signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed.
Liber's
P.O. Box, 23, Telephone No. 12.

BIRTH.
On 11th October, at Hongkong, the wife of I. Rocha, of a son.

DEATH.
On 5th October, at Shanghai, JOSEPHINA ROZA DOS SANTOS OLIVEIRA, widow of the late F. S. OLIVEIRA, of the North-China Herald office.

The Daily Press.
HONGKONG OFFICE: 14, DES VOEUX ROAD, CH.
HONGKONG OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 12TH, 1904.

PERSONALLY no finer man ever served the office of Prime Minister than Mr. A. J. BALFOUR; a thorough Englishman, all the more so from a good part of his blood having been derived from the north of the Tweed; a gentleman of unstained honour; a genial friend who never permitted political differences to sour the amenities of social life; a man of culture and wide-seated knowledge; of tact sufficient to enable him to shine in the most difficult post which can be assigned to a Parliamentarian—that of Leader of the House of Commons—he yet has the heel of Achilles. Although Mr. BALFOUR was still unborn when in 1846 Sir ROBERT PEEL forcibly converted the great Tory party to Free Trade, he was in his early years brought up in the doctrines of the new faith. As those who had accepted Mohammedanism at the point of the sword usually turned out its most fanatic supporters, so there were no stricter observers of the letter of Free Trade than the Conservatives who unwillingly enough followed Sir ROBERT into the Division Lobby on the eventful 19th January. Since then, with the almost solitary exception of Mr. CHAPLIN, no Conservative who has attained distinction in his party has ventured to hold the heretical doctrines of Protection. Mr. BALFOUR thus, like St. PAUL, has been brought up as it were at the feet of GAMALIEL, and in the strictest tenets of the Law

as expounded by the Cobdenites. Such a bringing up is naturally not conducive to originality or independence of thought, and so, equally naturally, it has come about that the portion of Mr. BALFOUR's body political which his sponsors forgot to dip, and so render invulnerable, was the very tendon Achilles—in a Prime Minister of England the most essential for safe leadership. Mr. BALFOUR has, in fact, always been halting when he essayed to tread the paths of the Hæx Finance. In 1895 he made so foolish a speech on the financial questions then agitating India that for a time he became almost a laughing stock; in 1897 we find him entrapped into a scheme for introducing the will-o'-the-wisp of bimetalism from which he was only rescued by Lord SALISBURY. It is therefore quite in the course of events that Mr. BALFOUR should misinterpret the issue before the country with regard to the trade of the nation. It is the fundamental principle of Free Trade that burdens on commerce are *per se* an evil. No responsible member of the Cobden Club has as yet publicly urged that railway fares should be removed as deleterious to trade. A Government professing the highest ideals of Free Trade putting restrictions on the circulation of such innocent articles as saccharine and margarine, and the Club stands by and makes no remark. Necessity or opportunism compels us sometimes to weigh the advantages or disadvantages of any line of conduct; we are quite right to give their due weight to the considerations of Free Trade; we are wrong, or insane, to look upon those considerations as those alone requiring to be satisfied. Conscientious free-traders object to encouraging in others what in themselves they unreluctantly condemn; this is the point the bearing of which Mr. BALFOUR has failed to grasp. Under the pretence of following the principles of Free Trade we have been directly encouraging the breach in others of one of the most objectionable of economic sins—the principle of bounties; and our own trade has suffered in consequence. This and not Free Trade as against Protection is really the question at issue.

Speaking at the great Conservative banquet at Edinburgh the other day, his consciousness of his weakness came painfully to light; he could not conceal his inability to lead a Conservative party which setting at one side the dictates of the most recent development of so-called Free Trade would go back to the original basis of the argument, and abandon further dalliance with that modern Protection which under the lion's skin of non-interference would hide the ass's body of little-Englandism. Proud as Achilles, and bravest of the brave, he is as helpless before the slings of Mr. CHAMBERLAIN as was Achilles when Paris aimed his darts at his one weak spot. The swan sings mournfully before he dies, and the words of a man before he departs should be words of wisdom. Mr. BALFOUR's words have been words of wisdom; and it is well to take note of them. Whether, he is represented as saying, Mr. CHAMBERLAIN's estimate of the offer of the Colonies be right or wrong, we have reached a point at which the only way out of the impasse is to have a perfectly free and untrammelled conference with the Colonies and India, in which each party may frankly state its own opinions. It will not do to base this, the most momentous question to the Empire at large which has ever come up for discussion, to be settled, or attempted to be settled by the Home Country alone, as if it were a thing in which she alone were concerned. On its satisfactory adjustment may depend the welfare not of Great Britain only but of the whole Empire. The Colonies have nobly won their right to be respected, they have in the hour of need not closed their purse strings, nor spared the blood of their sons; if the outcome be that Mr. BALFOUR be the destined sacrifice, none will more regret his loss than those who have bewailed his one point of weakness.

The Austrian cruiser *Aspern* arrived from Shanghai yesterday.

Col. W. S. Birdwood is giving up the command of the 10th Mahratta Light Infantry.

Tientsin is going to celebrate the King's birthday next month with a sports meeting and a ball.

H.M.S. *Sirius*, second-class cruiser, and *Rinaldo*, sloop, left for Shanghai yesterday. The *Vestal*, sloop, also left port.

Mr. Dixon, solicitor, of Mr. John Hastings' office, a new arrival in the Colony, appeared for the first time at the Police Court yesterday.

Mr. H. H. J. Gompertz resumed his seat as Acting First Police Magistrate yesterday. His holiday in Japan seems to have done him good.

To consume iced drinks at meals is a fatal proceeding. On the authority of the *British Medical Journal* the habitual use of iced drinks produces inflammation of the mucous membrane of the mouth and adds to thirst instead of quenching it.

The *Jiji* proposes that the Anglo-Japanese Alliance should be extended so that England shall secure Japan's possession of Saghalien when she recovers that island, and Japan shall assist in preventing any Russian aggression on England's possessions and protectorates in Asia.

It is notified that Mr. Guy D. B. Bidwell has severed his connection with the well-known Tientsin firm of brokers, Watts, Buck and Bidwell, and will join Messrs. William Forbes and Co. Tientsin will not therefore lose one of her best sportsmen and keenest business men. Messrs. Watts and Buck continue their old firm.

The Wai Wu Pu in reply to the Russian representations about clause 9 of the Tibetan Treaty, assures the Russian Minister that as China is herself rather more interested in the situation there than he is, it is not necessary for him to interfere, but to leave it to the Chinese Government, which sees much in the Treaty which it is impossible to confirm.

The steamer *Canton* left Shanghai on October 4th, ostensibly bound for Hongkong, but having twenty-five days' coal on board; it is supposed that she intended to try to force the blockade at Port Arthur. On arriving at Woosung she broke down, and instead of returning to Shanghai, workmen were sent down to her by a local engineering firm late at night to effect the necessary repairs.

Mr. Archibald, American war correspondent on the Russian side, says: Some day the Russian character will better be understood, and whatever else may be the result of this war, it will bring about a better understanding of the Russian people in the world, just as the Spanish-American war made us see the better qualities of the Spanish, and just as the South African war showed England that the Boer was not at all a bad sort.

One would suppose that India could grow all the coconuts she requires within her own limits, but it is not so. In 1903-04 Ceylon supplied no less than sixteen million nuts to India against ten and a half millions the year before. And of total nuts India imported over twelve million pounds' weight, worth Rs. 1,501,585. This did not suffice for the Straits Settlements were indebted on for six times this quantity, but of a much less valuable sort, says the *Straits Times*.

Mr. George Kennan, one of the well known war correspondents now representing the *Outlook* in Tokyo, wrote among other things in regard to the Japanese treatment of war correspondents as follows:—As for the present dissatisfaction I should like to know the army side of the controversy. That there is such a side I have little doubt. After what I saw and knew on the *Manchu Maru*, all foreign correspondents are not trustworthy, nor are they all gentlemen.

In the August *Contemporary Review*, there is mention of Mikhail Bakunine, the founder and first leader of the Russian Nihilists. Bakunine had long been an exile in the worst part of Siberia. He escaped to China and then to Japan, where he arrived during the turbulent time of the Restoration, and went away with the conviction that "in less than fifty years the Russian Empire east of the Baikal would be broken down and replaced by the Japanese." That now smacks of prophecy.

A Chinese gentleman, Mr. B. C. Wan, well known to foreigners and Chinese officials in Chinkiang and Nanking as the popular Interpreter of the American Consulate, first at Chinkiang and then in Nanking, for a period of twenty years, resigned from the American Consular service on the 1st instant to accept the higher post of special attaché to His Excellency the Viceroy of the Liangkang provinces and a member of the Secretariat of the Head Bureau of Foreign Affairs of the Liangkang provinces. Mr. B. C. Wan's official rank is that of First-class Secretary of the Imperial Patent Office, a department of the Grand Secretariat in Peking.

The Tientsin *China Review* says:—We welcome to the town Mr. H. Russell Brazier, who has just arrived here from Hongkong, where he was long and favourably known, to take over the duties hitherto carried out by Mr. Porrie, the Transvaal emigration agent, who is shortly leaving to return to South Africa. Mr. Brazier is a fluent Chinese scholar, and has already had some experience in connection with the coolie labour question in the south. He recently also visited the enlistment depots, en route, at Weihaiwei and Chefoo, and leaves here on Monday for Chingwantao to make an inspection and arrange as to the dispatch of the next steamer, which will leave in about a week.

A number of khaki-clad medical students congregated at Tientsin station on the 1st inst. to bid farewell to two doctors and four senior medical students, all of whom were members of the Chinese medical college. They are journeying to Liangyang to assist Dr. Westwater, who has one hundred and seventy-five patients (Chinese) in his hospital; a large amount of hospital stores were also taken with them. Their professor, Dr. Mitou, accompanies them as far as Yinkow. The dress is one of the smartest in the Imperial service, being a blue serge with red collar, trimmed with gold braid; black velvet cuffs, on which are three gold bands. The hat is of the usual official kind, in the centre being a silver disc, surrounding which is a gold wreath, while in the centre is a red glass cross.

The Board of Commerce has rejected the proposal to make the salt into brick form and thus economise waste, because, says the *Peking Times*, the idea is altogether too new.

The refugees from Liangyang are flocking out—south gate of Peking eager to be enrolled as emigrants to South Africa, and the native papers remark that this is an excellent thing for these people and will prevent them becoming outlaws.

Li Hsien-jui, the newly appointed Viceroy of Liang-Kiang, is reported to be seriously ill and he has asked to be allowed to resign. The post will probably be given to Chang-Chih-tung again if the request is granted by the Government.

The Japanese Military Administrator at Yinkow has issued orders to the populace to report to the military doctors' cases of sickness of any description. They will be punished if any of them conceal any sickness. The idea is to prevent the introduction of plague.

The Governor of Hu-nan reports the commencement of an official newspaper at Chang-sha to be called the *Hu-nan Kwan-pao* and to be under the editorship of an experienced and progressive official. The paper is under the control of the office of educational affairs, and is to be published every other day.

The two criminals Huang and Wang who both assisted in killing the French Bishop have been brought over to Ichang and have already been decapitated. One of them while being executed shouted out in a loud voice: "None of you shall ever be Protestant converts." From this it can be easily seen the trouble has been caused by a disagreement between the Catholics and Protestants.—*Universal Gazette*.

Rev. Mr. Kawaguchi, the Japanese Buddhist priest who got into Lhasa and escaped, will leave Tokyo on the 30th inst. and embark on a steamer at Kobe on the 11th prox. on another tour to Tibet. He will first proceed to Nepal via Burma and Calcutta, in order to present the King with a prayer of the Japanese Kwohaku sect. Early next year he is expected to go to Lhasa under protection of the British Government.

While a young lady named Miss Fletcher was walking along one of the upper roads the other day a Chinese lad about sixteen years of age crept up behind her, snatched away a satchel which she had attached to her waist belt and made off with it. He ran down a side road into Wanchai and has been successful in evading capture so far, notwithstanding that the lady gave chase and tried to get hold of him. The satchel contained about \$20 worth of stuff.

We hear, says the *Tientsin Times*, that the Astor House Hotel at Peking will shortly become the property of a limited liability company. The sum mentioned to us as capital was Tls. 10,000, half of which would be taken up by the present proprietor. If the figures are correct there would not be the least difficulty in effecting the arrangement, as the venture is assured of future prosperity. The foundations of the hotel have been so well made that they will allow of further storeys being added which will do away with the necessity of purchasing more land. The site too of the building could not be bettered.

The *China Review* is informed that Mr. Ross, a son of the well-known missionary at Moukden, Rev. Dr. Ross, has been appointed an overseer to accompany the Coolie Emigration steamer, the *Cranley*, leaving for Durban. Up to the present those responsible for such appointments have proved most fortunate in their choice of men; as the highest reports have come back from South Africa as to the ability, care and thoroughness with which every one of them has executed his duties. As a further proof of this, all the gentlemen so appointed have received permanent engagements as mine compound managers, at the various mines of Johannesburg and the surrounding districts, at £50 a month and free quarters.

There are indications that the Chinese mean to arm their soldiers with the best rifles in the market, and thus be prepared for every emergency and opportunity. These may soon be upon them. The authorities are hoping that in the vital struggle proceeding in Manchuria both Powers will issue from the contest exhausted and then China will come to the top. Thus there is no eager desire for the triumphant success of Japan, for that would give her an undesirable predominance in the affairs of China. As an official expressed it, the other day, it is preposterous to think that a small country like Japan could be of permanent service. The thing is not to be thought of! Here we see the old face peeping through the kaleidoscopic changes that are happening. Possibly it will remain the permanent one.—*N. C. Daily News*.

A correspondent suggests that, seeing that the concrete routes laid down by the Tramway Company have been such a success and have made riksha travelling so much more pleasant, the Government ought to set about concreting the whole of the streets in the Colony. The suggestion is worthy of serious consideration by the Public Works Department. There is hardly one town in Europe that is liable to the torrential rainfalls that we have in Hongkong, and yet that rampant one will be found almost surely to be granite paved and to have its gradients adapted to the climatic conditions under which it exists. In this Colony, where the tropical rains practically demand a hard surface dressing for the public thoroughfares, we have nothing (except the tramway route) but red soil dressing which turns to mud at the first sign of a shower.

The Hongkong Amateur Dramatic Club last evening held their first orchestral rehearsal of "Dorothy."

The *Peking Times* hears that the use of all foreign paper in official circles is being discouraged. Whether this is an expression of the inward want of grace apparently prevailing just now, or for economic reasons, is not quite clear.

The Chinese Minister in Tokyo has wired to Peking that the only return for driving the Russians out of Manchuria that the Japanese are preparing to demand is the Chinese Eastern railway, and this has given great satisfaction in Peking. The "Chinese Eastern Railway" however, comments the *Peking Times*, has before now proved an elastic term.

DEATH OF CAPT. RAWCLIFFE.

Capt. Henry Rawcliffe, of the Admiralty Extension Works' dredger *St. Enoch*, died suddenly during Monday night, and was found dead in his hammock yesterday morning. The cause of death is believed to be heart disease. Captain Rawcliffe was a very well known and popular figure about Hongkong, and was a valued servant at the Admiralty Works. He had considerable experience in dredging operations for many years past, on the Manchester Ship Canal, the Admiralty Works at Gibraltar, the Dockyard Extension at Portsmouth, and in Weihaiwei. He was talking to some friends just before going on board about half past nine on Monday night, and seemed healthy and hearty as usual. Mrs. Rawcliffe left Hongkong only three months ago for England, and was to have been followed early next year by her husband on completion of his contract. A post mortem examination will be held to-day, and the funeral will take place in the afternoon, starting from the mortuary for the Happy Valley at four o'clock. As a token of respect to his memory the works will be closed during the afternoon.

LOCAL SPORT.

The first Cricket League fixture, the Army Ordnance Corps versus the Royal Army Medical Corps, will be played to-day. The Hongkong and Singapore Battalion of Royal Artillery have withdrawn from the competition.

Yesterday afternoon Aucott's team beat Boyd's team, in the Six-a-side football, by 2-1. Gray's team beat Chard's team by 2-1.

The Six-a-side football fixture for to-day is Knyvett v. Gray.

The following is the result of the different rounds in the bowls tournament (singles) of the Civil Service C.C.:—

1ST ROUND.	
Reidie	beat Conolly
Davney	" Duncan
Carter	" Gask
Howell	" Gladwell
McIver	" Entwistle
Whitley	" Pitt
Woolley	" Parkinson
Brett	" Gourlay
Andrews	" Higby
Brand	" Whitchell
Smith	" Robins
Lamble	" Gidley (H.)
2ND ROUND.	
Reidie	beat Davney
Brand	" Howell
Brett	" McIver
Woolley	" Smith
Andrews	" Whitley
Carter	scratched to Lambie
3RD ROUND.	
Brand	beat Andrews
Lamble	" Woolley
Brett	" Reidie
SEMI-FINAL.	
Brand	beat Lambie
Brett	" a bye
FINAL.	
Brett	beat Brand

We believe there is to be still another Gymkhana meeting. At present, there is a tie for the second place in the competition, Messrs G. H. Potts and G. K. Hall Brutton having six points each. The seven with which we credited Mr. Potts in our report was the result of a miscalculation.

POLICE COURT.

Tuesday, 11th October.
BEFORE MR. H. H. J. GOMPERTZ (ACTING FIRST MAGISTRATE).

ALLEGED THEFT OF SILK.
A Chinaman was charged with stealing over \$300 worth of silk from Messrs. William Powell & Co.'s store. The case was remanded. It is said that another man, an employee of the firm suspected of being implicated in the robbery, obtained leave before the police arrived, on the ground that his mother was dying.

EXTRADITION.
The case of a man whose extradition is required by the authorities of Indo-China, on a charge of receiving some \$9,000 of stolen money, came up, on remand. Mr. Dixon, solicitor, appeared for the defence; and Mr. John Hays, solicitor, watched the case on behalf of the Chinese *hong* said to have lost the money. The case was further remanded. Mr. Kemp advised the French Consul to amend the charge to that of larceny.

BEFORE MR. J. H. KEMP (ACTING SECOND MAGISTRATE).

LARCENY.
Inspector Gaal charged two men before Mr. Kemp, the one with larceny of 'sage' from certain godowns near McGregor Barracks, and the other with receiving stolen property. The first was sentenced to three months' imprisonment, and the second to two months' imprisonment.

STEALING A BICYCLE.
Alax Salomon, a Jew, was charged on remand with stealing a bicycle. He was convicted and sentenced to two months' hard labour.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

MRS. ISABELLA BISHOP DEAD.

LONDON, 10th October.

Mrs. Isabella Bishop (Isabella Bird) is dead.

[Who's Who gives the following particulars:—Mrs. Isabella L. Bishop, F.R.G.S., Hon. F.R.S.G.S., Hon. Member of Oriental Society of Peking; Hon. Member of Manchuria that the Japanese are preparing to demand is the Chinese Eastern railway, and this has given great satisfaction in Peking. The "Chinese Eastern Railway" however, comments the *Peking Times*, has before now proved an elastic term.

RAILWAY DISASTER IN MISSOURI.

LONDON, 11th October.

There has been another disastrous railway collision in America. At Warrensburg, Missouri, two trains collided, and thirty-three persons were killed.

[REUTERS SERVICE.]

TO SEE THE BALTO FLEET.

LONDON, 9th October.

The Tsar, the Tsarina, and the Tsarvitch have arrived at Reval.

BRITISH NAVAL MOVEMENTS.

LONDON, 9th October.

The cruiser *Aurora* will leave Gibraltar for Las Palmas on the 18th instant.

BYE-ELECTION.

LONDON, 9th October.

Mr. Harry Marks (Conservative) has been elected for the Isle of Thanet. [The seat was made vacant by the death of Mr. James Lowther.—Ed.]

A VEXED QUESTION.

LONDON, 9th October.

A meeting of the Hague Convention, re the Japanese house-tax, is fixed for the 21st November.

SUPREME COURT.

Tuesday, 11th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUNISH JUDGE).

A PROMISSORY NOTE CASE.

Tam Wan Chi, alias Ning Un Tong, a firm of Canton, sued the Lai Chan Hing firm of jade-stone merchants, 316, Queen's Road Central, for \$667.31, being balance due on two promissory notes dated 2nd December, 1903, and 15th February, 1904. The claim was as follows:—2nd December, money lent, 600 taels, with interest at the rate of 1.06 taels per cent. per month. Taels 62.75 money lent with interest at the same rate amounting to Taels 15.47, total, Taels 878.22. On 16th June there was payment on account of Taels 36 and on 18th September payment on account in the sum of Taels 361.76, leaving a balance due of \$667.31, the sum sued for.

Mr. R. Harding, solicitor, of Messrs. Evans and Harston, appeared for the plaintiff, and Mr. Otto Kong Sing, solicitor, for the defendant firm.

Mr. Harding said the solicitor on the other side (Mr. Otto Kong Sing) would, he understood, consent to judgment.

Mr. Kong Sing signified that such was his intention.

Mr. Harding stated that the sum of Taels 361.76 put down as having been paid on account on 18th September was represented by a quantity of jade-stone bangles and other goods presently in the custody of the Police. There had been some criminal proceedings with regard to these goods, and one of the defendants in the criminal proceedings was the plaintiff in this case. The charge against him was dismissed, but the goods were still in custody of the police pending the decision in this case. He would ask his Lordship to make an order for these goods to be handed over.

His Lordship said he could not order the goods to be handed over.

Mr. Harding then asked his Lordship to make a note in his judgment to the effect that the goods should be delivered up by consent of the defendant, because, he said, he must have something to show the Magistrate to prove that the goods should be handed over.

His Lordship said he would give judgment for plaintiff with costs; if the plaintiff wished to do so he could get a copy of the judgment from Mr. Safford (Clerk of the Court).

Execution was stayed for a week.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

Fresh to strong monsoon prevails along the entire coast of China and over the greater part of the China Sea.

Forecast:—Fresh N.E. winds, fine.

THE WAR.

(FROM OUR OWN CORRESPONDENT.)

THE RUSSIAN RALLY.

LONDON, 11th October.

The Russian occupation of Bentshiapsu, in the vicinity of Yantai, is confirmed. The Russian forces have been enormously augmented.

News of the Japanese retirement has been received with some uneasiness in Russia, tacticians fearing a trap.

RUSSIAN ARMY ADVANCES.

LONDON, 10th October.

The Russians have occupied Bentshiapsu. A Russian advance is announced.

The Russian commands are uncertain.

TSAR AGAIN INSPECTS THE BALTIC FLEET.

LONDON, 10th October.

The Tsar has arrived at Reval, where His Majesty inspected the Baltic Fleet which proceeds to Libau and Copenhagen.

(REUTERS SERVICE.)

RUSSIA PREPARING TO ATTACK.

LONDON, 9th October.

General Kuropatkin has issued a general order to the troops in which he justifies the retreat to Mukden, on the ground of insufficiency of strength. He announces that the Emperor is inflexibly determined to conquer; and that he is sending adequate reinforcements. He intimates that the time is approaching to assume the offensive.

COALING THE BALTIC FLEET.

LONDON, 9th October.

The captain of a German collier at Las Palmas states that the Hamburg-American Line has chartered 42 steamers to coal the Baltic fleet, of which a dozen or more will go to Las Palmas.

SUBMARINES FOR THE FAR EAST.

LONDON, 9th October.

The German socialist papers, usually well informed, announce that submarines, also naval engines and machinery, are being made at Stettin and Kiel for Russia.

The *New York Herald* reports that five submarines have been shipped from the Pacific coast, presumably for Japan.

THE OPERATIONS AT PORT ARTHUR.

JAPANESE OFFICIAL INTELLIGENCE.

TOKYO, 9th October, 8.40 p.m.

The Headquarters at Tokyo has issued a summary of the movements of the besieging army at Port Arthur up to the 31st July last of which the more important items are as follows:—

On the 26th May the Army captured Nanshan, and the day following occupied Nankiang, in consequence of which the enemy in the neighbourhood of Sanshilipu Station was compelled to retreat to the station and towards Port Arthur.

On the 26th May we captured Linshutan and found that the enemy had destroyed the fort and several buildings together with a part of a wharf. In this engagement we captured four guns, 46 railway carts, and other booty.

By the 26th May we had marched along the heights to about two miles and a half south-west of Sanshilipu, and on the 30th occupied a position in a line from Antsushan (about three miles and a half east of Lanchow) to Taitsushan (five miles north-east of Shapingtau).

In Delany, the well-built godowns and barracks, numbering about a hundred, besides a telegraph office and station, have not been destroyed.

Our booty there included about 430 railway carts, 50 sampans for use at the wharves, about 2,000 tons of coal, and 20,000 sleepers. We found the dock and pontoon in perfect condition, although a considerable portion of the largest wharf had broken and fallen into the sea. A few steam launches were found to have been sunk at the entrance to the dock.

On the 1st June a strong force of the enemy occupied a position near Shiwantai-kou (some three miles and a half to the south-west of Lanchow) and Fensulingtan (about a mile south-west of Antsushan).

The scouts of the enemy, seen some thousand metres away from our outposts, were observed to be wearing Chinese costumes. They frequently advanced and fired, and it appeared to be their intention to join the Russian Northern Army marching towards the south.

On the 14th June a Russian battleship and two gunboats approached Heishichiu (three

miles north-east of Shapingtau) and bombarded our position for about 40 minutes, and then withdrew to the westward. On the afternoon of the 18th, three Russian ships and eight destroyers appeared in the neighbourhood of Shapingtau and fired once at our left wing, but immediately afterwards, our fleet appearing, shots were exchanged for half an hour and the Russian boats withdrew to Port Arthur.

The works in the neighbourhood of Shiwantai-kou have been greatly increased, and a tower for a searchlight has been erected to command our position and the neighbouring coast.

On June 26th we defeated the enemy and captured Waitoshan (a mountain about six miles west of Dalny), Chienshan (a mountain 368 metres high, seven miles south of Lanchow), and to the west of Dalny), Shiwantashan (a height about two miles and a half north of Shapingtau) and Shapingtau. By occupying these positions we gained a very great advantage in the protection of Talienwan; for, besides being able to inspect the enemy's position, we had entirely changed the condition of affairs. Our booty included two 6in. quick-firing guns, and 200 rounds of ammunition for same.

From the 3rd to the 5th, inclusive, the enemy made a most determined assault with 13 companies of artillery, employing at least 24 guns, eight of which seemed to be modern quick-firers. Their firing was extremely heavy, besides which several sudden attacks were made in addition to night assaults. Sometimes they advanced with their bands playing. The firing was attended with fearful slaughter, the Russians being within 6,000 metres and their aim most accurate. Moreover, on the 4th and 5th July, their fleet bombarded our position, thus making the fighting extremely difficult, though all our troops, including three columns with heavy guns, and marines, fought exceptionally well, thus enabling us to keep our position. It is obvious that it was the enemy's intention to recover the important position at Chienshan, and if possible to upset our establishments at Dalny, and thus retain possession of Port Arthur as long as possible.

On the 7th July, the enemy at Antsushan erected defence works, and on the 8th they bombarded our position. Two days later we sent the twelve guns captured by us at Nanshan, and six heavy naval guns, to the front. On the 12th the enemy again fired at our troops, and on the 17th we defeated one of their companies of artillery, after which they displayed the Red Cross flag to enable them to remove their dead and wounded, which we permitted them to do.

They again opened fire on the 18th July, and on the 26th our army commenced a pre-arranged march on the enemy, situated in the neighbourhood of Shiwantai-kou, Antsushan. A fearful attack ensued, and despite the heavy firing and determination of our forces we were unable, by sunset on the 27th, to take either of the heights in that neighbourhood.

On the 27th July our left column advanced to the heights east of Tapaishan, one mile north of Longyung, and attacked the enemy, but our position against the enemy was unfavourable, and they offered a most stubborn resistance. Moreover, at half-past two in the afternoon their flotilla appeared in the neighbourhood of Riucoto and opened a heavy bombardment, with the result that we had to abandon our advance.

We decided, however, on making a night attack, so at 1 a.m. on the 28th we commenced operations from three sides, and captured the position at 5 a.m. At dawn, on the 28th, we continued the advance, and about 9 a.m. the enemy made a general retreat. At noon we succeeded in capturing the position, and, following them up, at 4 p.m. occupied the district extending from Chang-shan-lingtau (about two miles and a half north-east of the town of To-chong-tsu) to In Ming Shi (about six miles north-east of Golden Hill). It appeared that the main body of the enemy had retreated to within the inner defence works at Port Arthur.

The forts occupied by the enemy in the neighbourhood of Shiyun-tai-kow, Antsushan and Tapaishan, were of a semi-permanent nature, and built on precipices and had been erected about two months. They were occupied practically by all available forces at Port Arthur, and were defended by about sixty guns, of which at least four appeared to be siege guns. Judging by the reports from all sides the enemy's casualties, during the fighting on the 26th, 27th and 28th July, were over 1,000. Our booty included two heavy guns, three quick-firing guns, and three machine guns.

Early in the morning of the 30th July we approached, under cover of the darkness, close to the enemy's lines, and at dawn opened fire, and after a hard fight succeeded, at 11 a.m., in capturing a position comprising the whole of the heights south of To-chong-tsu to that of Taikoshan.

The enemy retreated into the forts at Port Arthur, from which they subsequently discharged small guns.

At the engagement the enemy left about 100 corpses on the field.

Shortly afterwards we commenced besieging the port, our army having reached to within three to five miles of the town. On the 31st July, the enemy again commenced bombarding us with heavy guns.

PEKING, 11th October, 12.32 a.m.

Following is the text of an Imperial declaration issued by our Government at Tokyo on the 10th inst:—

"The loyalty and gallantry which our army and navy have constantly displayed since the outbreak of the present war and the untiring efforts which our officials and our people have put forth in obedience to our commands, have resulted in the present satisfactory development. Nevertheless the great task before us requires a further prolonged effort, and it is our desire that all should continue their devoted exertions with increased energy and untiring perseverance so as to attain our final object."

INTERPORT SHOOTING.

HONGKONG COMPETES TO-DAY.

Hongkong marksmen are going to the butts to-day to shoot for the honour of the port, in the interport rifle shooting competition. It is to be hoped the atmospheric conditions prove favourable. The match firing takes place at the Naval and Association Range, commencing at 2.30 p.m. Hongkong's team is as follows:—Sergeant Thornhill, R.E., Messrs. R. Lapsley, G. P. Jammet, A. Watson, F. W. Penning, J. Andrew, J. Parkes, L. Dumbell, S.F., and Corp. MacEwen, R.E. 1st Reserve, Mr. F. Penning, senior.

Major Pritchard, R.A., H.K.V.C.; Major Chapman, H.K.V.C.; and Capt. Macdonald, H.K.V.C., are the umpires.

Up to date Hongkong has won nine out of 14 matches, and many local riflemen consider that we have a very good chance this year. The complete record is as follows:—

1889: Shanghai, 819; Singapore, 777; Hongkong, 774.

1890: No match.

1891: Hongkong, 867; Shanghai, 830; Singapore, 741.

1892: Hongkong, 835; Shanghai, 810; Singapore, 752.

1893: Hongkong, 822; Shanghai, 802; Singapore, 768.

1894: Hongkong, 827; Singapore, 817; Shanghai, 760.

1895: Singapore, 934; Shanghai, 903; Hongkong, 879.

1896: Hongkong, 916; Shanghai, 930; Singapore, 870.

1897: Singapore, 934; Hongkong, 919; Shanghai, 860.

1898: Hongkong, 934; Singapore, 923; Shanghai, 893.

1899: Hongkong, 952; Singapore, 926; Shanghai, 887.

1900: Hongkong, 930; Singapore, 909; Shanghai, 900.

1901: Hongkong, 901; Singapore, 884; Shanghai, 841; Penang, 721.

1902: Shanghai, 896; Singapore, 893; Hongkong, 875; Penang, 871.

1903: Singapore, 927; Shanghai, 915; Hongkong, 891; Penang, 750.

From 1889 to 1894 the match was fired with the Martini-Henry rifle; from 1895 onwards with the Lee-Metford. The increase of the scores with the introduction of the new rifle is very marked, for whereas the greatest score—that of Hongkong in 1891—with the Martini-Henry rifle was 867, the competition has never been won on a score below 900 with the Lee-Metford. Penang entered the competition for the first time in 1901, and has held the "wooden spoon" ever since.

At the Interport practice last Saturday eight members of Hongkong's team scored between them 756, or 94.5 per man. As the two absent members, Messrs. Dumbell and MacEwen, are sure to make at least 90 each, Hongkong's score should not be less than 936, or 23 marks ahead of Shanghai's shoot this year.

Sergeant Inspector Davies and Sergeant Thornhill each knocked up 100, while Mr. F. W. Penning brought his score up to 91 after a bad start at the first range. The shooting was very excellent indeed, particularly taking into consideration that the light was bad at the longer ranges. The scores were as follows:—

	200	500	600	Total
Sergeant Ins. Davies	35	31	34	100
Sergeant Thornhill, R.E.	33	34	33	100
Mr. A. Lapsley	33	33	31	97
Mr. G. P. Jammet	32	32	31	95
Mr. A. Watson	31	30	31	92
Mr. F. W. Penning	25	34	32	91
Mr. Andrew	29	32	30	91
Mr. Parkes	31	29	30	90

Hongkong's team has undergone a considerable change since last year, the following having been substituted:—

Gun. Ins. Chase, R.N., by Mr. Dumbell.
Corpl. Angus, R.E., by Mr. MacEwen.
Col. Sergeant Cross, R.M.L.I., by Mr. Watson.
Sgt. Ins. Griffiths, R.M.L.I., by Mr. Penning.
Sergeant Robertson, R.E., by Mr. Andrew.

Now, to show that we have not lost altogether the best men, it will be well to show Hongkong's Interport totals—those of the men with us separate from those who have left—of last year. They are as follows:—

OLD MEN IN THIS YEAR'S TEAM.				
Sergeant Ins. Davies, R.M.L.I.	...	...	...	102
Corpl. R. Lapsley, H.K.V.C.	...	...	...	95
Lieut. Lammet, H.K.V.C.	...	...	...	88
Sergeant J. Parkes, H.K.V.C.	...	...	...	85
Sergeant Thornhill, R.E.	...	...	...	85

MEN WHO HAVE LEFT.

Col. Sergeant Cross, R.M.L.I.	...	...	...	92
Sergeant Robertson, R.E.	...	...	...	91
Sergeant Ins. Griffiths, R.M.L.I.	...	...	...	86
Gun. Ins. Chase, R.N.	...	...	...	84
Corpl. Angus, R.E.	...	...	...	82

The practice scores of the substitutes average over 91 per man, against the above average, made by the men who have left, of 87 per man; and the old men have considerably improved. Hongkong's team, perhaps, is as strong as it has ever been before.

SHANGHAI.

Shanghai, of course, fired off on the 6th inst. A good light prevailed and a steady wind blew across the range. While shooting at the 600 yard range between the third and fifth shot a change occurred in the shape of a mirage which somewhat disconcerted the competitors. Mr. C. Hill did some remarkable shooting, making thirteen bulls-eyes in the first thirteen shots. The full table of scores is as follows:—

	200	500	600	Total
C. Hill	33	33	29	95
T. H. U. Aldridge	32	32	30	94
C. Hill	35	32	26	93
J. E. Watson	29	33	30	92
T. Mellows	32	30	30	92
E. H. Lynch	34	33	25	92
J. Welch	31	31	29	91
C. Dowling	31	29	30	90
W. O. Lancaster	31	29	30	90
T. Wilson	25	30	24	79

Average 90.8 per man.

THE BATTLE OF LIAOYANG.

THE RUSSIAN OFFICIAL REPORTS.

Following are the reports of the Battle of Liaoyang forwarded by General Kuropatkin to his sovereign:—

2nd SEPTEMBER.

"At nightfall yesterday the Japanese attacked the Sy-kwan-tun position, but were repulsed, after a hot fight. They renewed their attack at night, this time with success, driving back a regiment in the direction of Sa-ku-tan. The retreat of this regiment led to the evacuation of positions held by other troops. Towards the morning the troops advanced gradually in order to retake the Sy-kwan-tun position."

"At dawn to-day I assumed the offensive against the troops of General Kuroki's army. At midday the heads of the attacking corps were in line. Preparations are being made to retake by means of artillery the position captured during the night by the Japanese, and the infantry is also advancing to the attack."

"During the night the Japanese violently bombarded the interior of the Russian position in the town of Liaoyang and the railway station and the railway itself. Our losses are insignificant. I have just received a despatch from the chief of the Liaoyang garrison, timed 10.35 a.m., to the effect that the Japanese have attacked the fort situated in the centre of the position, but that they were repulsed with very great loss. We had six men killed in the fort."

3rd SEPTEMBER.

"Last night the enemy attacked and seized most of the positions occupied by our troops at Sy-kwan-tun. Those of our troops which held these positions retired on the position held by the rearguard between the villages of Shan-sun-tun and Shitsan-tun."

"During the night also the 1st Siberian Army Corps, which had sustained heavy losses during the last five days, and which was in danger of having its flank turned by the enemy's superior forces, retired several kilometres to the west."

"In these circumstances I ordered Liaoyang to be evacuated and the troops to retire northward."

LATER.

"To-day, September 3, the greater part of the Russian army, including the First Siberian Army Corps, are occupying positions to the south of the branch railway line from Yen-tai Station to the Yen-tai mines. The Japanese, although they are in the immediate vicinity of our troops, to-day confined themselves principally to sniping from the millet fields."

"Our troops posted at Liaoyang are crossing to the right bank of the Tai-tse river. The area of operations is almost entirely covered with growing millet, which greatly impedes the movements of the troops. The retreat of Major-General Orloff's detachment yesterday was largely due to the fire with which the force was assailed among the millet fields. General Orloff's losses were considerable, one regiment alone losing 1,500 men."

5th SEPTEMBER.

"To-day, September 5, the army advancing north extricated itself from the dangerous situation in which it found itself, being threatened by the enemy and having a narrow front."

"The enemy throughout the day cannonaded the rearwards of our front and left flank columns, especially the latter, but without much effect. We lost about 100 men to-day."

GENERAL SAKHAROFF'S ACCOUNT.

The General Staff received the following telegram from Lieutenant-General Sakharoff:—"To-day, the 2nd inst., our troops assaulted the heights of Sy-kwan-tun. After a desperate fight we captured the whole chain of mountains west of Sy-kwan-tun, but we immediately made the discovery that we had to deal with a strong Japanese force with a front extending from the heights at the Yen-tai mines to the river Tai-tse. A detachment under Major-General Orloff which was guarding the Yen-tai mines, advanced a short distance, but, meeting the Japanese in superior force in a strong position, had to retire. General Orloff was wounded, but the danger of the enemy's movement was averted by his return to the station of Yen-tai. The gallant regiments of the 1st Siberian Army Corps came up, and General Stackelberg checked the attacking Japanese. In this fight the brave commander of the 2nd Siberian Regiment, Colonel Ozepsky, was severely wounded."

"At 9 o'clock in the evening there was a lull in the fighting all along the line, and the only firing to be heard was the boom of the guns at Liaoyang."

"According to a report by telephone, the garrison at Liaoyang repulsed a second attack by the Japanese. In order to ascertain the enemy's strength two regiments on the west front were ordered to attack. After a fierce fight it was discovered that the enemy opposing these two regiments were more than two divisions strong. The total losses of the Russian army have not been exactly ascertained, but according to the latest accounts they exceed 3,000 killed and wounded."

"At a quarter to 4 the first Japanese shell fell into Liaoyang and was followed by a hail of projectiles, which swept the railway station, the suburbs, and the town itself. Fortunately the railway station was empty, all the rolling stock having been removed. The first persons wounded were a Sister of Charity, a doctor, and several Chinese, as well as a non-commissioned officer of the transport service. By 5 o'clock in the evening several fires had been caused by the bombardment, and the booming of the guns followed our train as it carried off the wounded."

"The Russian casualties in the fighting on August 31st and September 1st are said to have amounted to 7,000. The enemy lost double or treble that number. The Japanese prisoners appear to be worn out."

ENLARGEMENTS.

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

RUSSIAN RALLY AT BENTYAPUTZE.

The telegram that was published in an "Extra" yesterday, and reproduces this morning, is further explained by the following:

General Kuropatkin sent the following telegram to St. Petersburg on September 19th:—"The result of a reconnaissance made on September 17th showed that the Japanese position at Bentyaputze (?) was very strongly fortified by at least a brigade of infantry and twelve guns. The Cossacks attacked a train of the Japanese commissary on the west of Bentyaputze and captured 30 pack-horses, together with the goods they were carrying. Nothing of the enemy is to be seen to the north-east of Bentyaputze. The enemy did not advance from their position, but on the following day (the 18th) reinforcements were observed to be arriving in the vicinity of Bentyaputze. A large body of the Japanese army has left Liaoyang and has already crossed the Tai-tse River."

News has reached Tokyo from Europe to the following effect concerning the movements of the Russian Army.

"The 52nd Reserve Brigade has been reorganised into a division and it is believed that this new division will be sent to the front, together with the Eighth Army Corps. Colonel Koaniko, in command of the East Siberian Balloon Corps, left St. Petersburg on September 14th. His corps left about ten days previously. Colonel Koaniko is a well-known aeronaut, and it is believed in Russia that his corps will render better service than other balloon corps on account of his ability and because the balloon he is bringing with him is of the latest style."

The whole of the First Army Corps has arrived in Manchuria and was reviewed by General Kuropatkin at Mukden on September 18th.

By an Imperial Ordinance issued on August 16th the East Siberian heavy artillery corps was mobilised. Four regiments of mortars left for the Far East on or about September 10th.

The Russians are very active in constructing defensive works to the south and east of Mukden. It is believed that the Russians are constructing forts upon a new system, in which electricity is largely utilised.

The Siberian Cossack Division, the Baikal Cossack Division, and a Brigade under General Mischenko, are engaging in occasional skirmishes with the Japanese south of the Hun River.

The advance post of the Sixth Army Corps is now arriving at the theatre of war. The last batch of the Army Corps did not leave until about September 8th. Half a regiment of Irkutsk Cossacks and two brigades of Siberian Militia have been ordered to the front. Their duty, it is stated, will be to guard the railway. Four batteries of East Siberian mountain artillery (machine guns) and five ammunition corps have been newly organised. The first and second East Siberian mountain artillery batteries have been equipped with machine guns. Commanders of the 52nd and 53rd Reserve Infantry Brigades to be organised in the 5th Reserve Infantry Army Corps district have been appointed.

Towards the end of August a horse supply corps for the Cossacks was inaugurated at Harbin, Kazan, and Linsk.

CHINESE QUEUE-CUTTING.

Discussion is at present being carried on by our local Chinese contemporaries regarding queue-cutting. The Chinese here desire to know whether, if they cut their queues, they must wear European dress. People say: "If we cut our queues and wear Chinese clothes it will look bad, whereas if we adopt the European style of dress it will be very expensive. Besides, what are we to do with our old valuable silk garments? If the Emperor, however, cuts his queue we shall be pleased to follow suit. We believe that the adoption of Western methods would be a great improvement on the present fashion. We think there is benefit to be gained by cutting our queues."

SHIPPING NOTES.

STEAMER MOVEMENT.

The C.P.R. steamer *Tartar* arrived at Kobe at 10.30 a.m. on Monday, the 10th Oct., and left again at 7 p.m. same day for Shanghai, where she is due to arrive at 5 a.m. on Friday, the 14th Oct.

MISCELLANEOUS.

The Apear s.s. *Lightning* arrived from Calcutta and the Straits yesterday with 1,408 tons of cargo.

The s.s. *Onofa* arrived from Tacoma yesterday with 2,000 tons of general cargo and 3,000 tons of flour.

The s.s. *Foxton Hall* arrived from Barry, via the Cape, yesterday with 6,000 tons of coal. It is, we understand, for Japan.

The s.s. *Kaisow* arrived from London yesterday with 4,000 tons of cargo for Japan, and 500 tons for this port.

The N. D. I. s.s. *Sachsen*, bound west from Japan, has 3,000 tons of cargo on board.

The s.s. *Phanang* arrived from Bangkok yesterday with 800 tons of general cargo and 1,000 tons of rice for Messrs. Butterfield and Swire.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

516.00 PER CASE OF 8 DOZEN BOTTLES.

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, Codes: A.B.O., 5th Ed. Lieber's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

SHROFF WANTED.
GOOD References and Security.
KELLY & WALSH, LD.
Hongkong, 12th October, 1904. [2423]

I HAVE This Day Resumed Charge of the Firm Maison Levy Hermanos SENNET FRERES SUCCES.
ARMAND LEVY.
Hongkong, 12th October, 1904. [2424]

PARTICULARS
OF
SALE OF THE VERY VALUABLE
LEASEHOLD PROPERTY,
Known as
No. 5, BONHAM STRAND,
Victoria, Hongkong,
to be Sold by
Public Auction by Order of the Mortgagees,
on
MONDAY,
the 17th day of October, 1904, at 3 P.M.,
by
Mr. GEO. P. LAMMERT, Auctioneer,
At the Premises.

BEING all that piece or parcel of ground situate at Victoria, in the Colony of Hongkong, known and registered in the Land Office as Section A of Marine Lot No. 1 A. The said premises are held for the residue of the term of 99 years granted by an Indenture, of Crown Lease dated the 27th day of August, 1874, subject to the payment of the annual sum of \$150 (being a proportion of the rent and to the covenants and conditions contained in the said Lease.
Particulars and conditions of sale may be obtained from
F. A. D'ALMADA E CASTRO,
Solicitor for the Vendor,
or
Mr. GEO. P. LAMMERT,
Auctioneer.
Hongkong, 12th October, 1904. [2425]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above ports on **TUESDAY, the 18th inst., at 3 P.M.**
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 12th October, 1904. [2422]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"LIGHTNING,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the 13th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 11th October, 1904. [2422]

WHISKIES.
BUCHANAN'S CELEBRATED
BLENDS OF SCOTCH WHISKY are Supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.
Buchenan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend \$12.50
Black and White \$16.50
Royal Household \$20.50
Try one case and you will never want any other Whisky.
A. CHAZALON & CO.,
Wine Merchants and General Storekeepers,
6, Queen's Rd.
Hongkong, 22nd August, 1904. [2405]

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.
REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and HINGHLEFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.
Order Books and Price Lists. Please apply to
FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374.
F. P. DANENBERG,
General Manager.
Hongkong, 11th May, 1904. [122]

THE SWATOW GRASS CLOTH, SILK
and DRAWN THREAD WORK
DEPARTMENT.

Wholesale and retail quotations particulars and samples, will be sent free on application to the above depot.
Swatow, 6th June, 1904. [2160]

NOTICE
MESSRS. GIBB, LIVINGSTON & CO.'S
OFFICES are This Day REMOVED to ST. GEORGE'S BUILDING, Third Floor (Corner of Chater and Ice House Roads),
Hongkong, 10th October, 1904. [2418]

TO ALL WHOM IT MAY CONCERN.
NOTICE IS HEREBY GIVEN that the Power of Attorney given by Mr. PIERRE PAUL LEMAIRE to Mr. ERNEST ARTHUR MEURER is revoked as from the 3rd instant.
(Signed) PAUL LEMAIRE,
by his Attorney Paul Barbillon.
Hongkong, 11th October, 1904. [2417]

THE SWATOW GRASS CLOTH, SILK
and DRAWN THREAD WORK
DEPARTMENT.

Wholesale and retail quotations particulars and samples, will be sent free on application to the above depot.
Swatow, 6th June, 1904. [2160]

ENTERTAINMENT
THEATRE ROYAL
CITY HALL.
COMMENCING
MONDAY, OCTOBER 17TH,
POLLARD'S
LILLIPUTIAN
OPERA COMPANY.
MONDAY, OCTOBER 17TH, and
TUESDAY, OCTOBER 18TH,
"THE BELLE OF NEW
YORK"
WEDNESDAY, OCTOBER 19TH, and
THURSDAY, OCTOBER 20TH,
"THE GEISHA"
FRIDAY, OCTOBER 21ST, and
SATURDAY, OCTOBER 22ND,
"A GAIETY GIRL"
SATURDAY AFTERNOON, OCTOBER
22ND, at 3.30 P.M.
GRAND MATINEE.
"A GAIETY GIRL"
Plans Now Open at the ROBINSON PIANO CO.
Hongkong, 10th October, 1904. [2413]

WANTED.
TWO Friends to Share LARGE BED-ROOM, with Board, in Knutsford Terrace, Kowloon.
Apply—
Care of Daily Press Office.
Hongkong, 8th October, 1904. [2400]

WANTED.
A FIRST-CLASS COMPRADORE for Office Work: Good knowledge of English essential. Security and references required.
Apply to—
P.O. BOX, 324.
Hongkong, 7th October, 1904. [2394]

WANTED.
AN OFFICE ASSISTANT, Englishman, experienced Import, Export and Shipping, requires engagement. First-class references.
Apply—
Care of Daily Press Office.
Hongkong, 10th October, 1904. [2409]

WANTED.
ONE ROOM or TWO SMALL ROOMS. Furnished or Unfurnished, by Bachelor, Central Position.
Apply to—
"A. B. C."
Care of Daily Press Office.
Hongkong, 11th October, 1904. [2416]

LESSONS IN FRENCH.
NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. R.
Care of Office of this Paper.
Hongkong, 16th May, 1903. [2404]

CLEARANCE SALE.
FOR ONE WEEK ONLY.
Commencing
MONDAY, 10th October.

CAMPBELL, MOORE & CO., LD.
Hongkong Hotel Buildings.
Hongkong, 10th October, 1904. [2411]

RE JANET ROSE HARMON,
DECEASED.
ALL persons having any claims against the Estate of JANET ROSE HARMON late of Oakwood Court, Kensington, London, Widow (formerly of Hongkong) who died on the 26th August, 1904, are requested to send particulars thereof to us and all persons owing any moneys to the said Estate are requested to pay the same to us forthwith.
Dated the sixth day of September, 1904.
GEO. ARMSTRONG & SONS,
Solicitors.
2401 Newcastle upon Tyne.

NOTICE
DURING the Absence of Mr. E. BERNHEIM, Mr. G. KOENIG will take charge of our Business.
J. ULLMANN & CO.
Hongkong, 7th October, 1904. [2395]

NOTICE.
WE have REMOVED our OFFICES to the SECOND FLOOR of PRINCE'S BUILDINGS, No. 1, Des Vaux Road, Central.
WM. MEYERINK & CO.
Hongkong, 7th October, 1904. [2396]

NOTICE.
MESSRS. GIBB, LIVINGSTON & CO.'S
OFFICES are This Day REMOVED to ST. GEORGE'S BUILDING, Third Floor (Corner of Chater and Ice House Roads),
Hongkong, 10th October, 1904. [2418]

TO ALL WHOM IT MAY CONCERN.
NOTICE IS HEREBY GIVEN that the Power of Attorney given by Mr. PIERRE PAUL LEMAIRE to Mr. ERNEST ARTHUR MEURER is revoked as from the 3rd instant.
(Signed) PAUL LEMAIRE,
by his Attorney Paul Barbillon.
Hongkong, 11th October, 1904. [2417]

THE SWATOW GRASS CLOTH, SILK
and DRAWN THREAD WORK
DEPARTMENT.

Wholesale and retail quotations particulars and samples, will be sent free on application to the above depot.
Swatow, 6th June, 1904. [2160]

NOTICE
MESSRS. GIBB, LIVINGSTON & CO.'S
OFFICES are This Day REMOVED to ST. GEORGE'S BUILDING, Third Floor (Corner of Chater and Ice House Roads),
Hongkong, 10th October, 1904. [2418]

TO ALL WHOM IT MAY CONCERN.
NOTICE IS HEREBY GIVEN that the Power of Attorney given by Mr. PIERRE PAUL LEMAIRE to Mr. ERNEST ARTHUR MEURER is revoked as from the 3rd instant.
(Signed) PAUL LEMAIRE,
by his Attorney Paul Barbillon.
Hongkong, 11th October, 1904. [2417]

THE SWATOW GRASS CLOTH, SILK
and DRAWN THREAD WORK
DEPARTMENT.

Wholesale and retail quotations particulars and samples, will be sent free on application to the above depot.
Swatow, 6th June, 1904. [2160]

NOTICE
MESSRS. GIBB, LIVINGSTON & CO.'S
OFFICES are This Day REMOVED to ST. GEORGE'S BUILDING, Third Floor (Corner of Chater and Ice House Roads),
Hongkong, 10th October, 1904. [2418]

TO ALL WHOM IT MAY CONCERN.
NOTICE IS HEREBY GIVEN that the Power of Attorney given by Mr. PIERRE PAUL LEMAIRE to Mr. ERNEST ARTHUR MEURER is revoked as from the 3rd instant.
(Signed) PAUL LEMAIRE,
by his Attorney Paul Barbillon.
Hongkong, 11th October, 1904. [2417]

THE SWATOW GRASS CLOTH, SILK
and DRAWN THREAD WORK
DEPARTMENT.

Wholesale and retail quotations particulars and samples, will be sent free on application to the above depot.
Swatow, 6th June, 1904. [2160]

NOTICE
MESSRS. GIBB, LIVINGSTON & CO.'S
OFFICES are This Day REMOVED to ST. GEORGE'S BUILDING, Third Floor (Corner of Chater and Ice House Roads),
Hongkong, 10th October, 1904. [2418]

TO ALL WHOM IT MAY CONCERN.
NOTICE IS HEREBY GIVEN that the Power of Attorney given by Mr. PIERRE PAUL LEMAIRE to Mr. ERNEST ARTHUR MEURER is revoked as from the 3rd instant.
(Signed) PAUL LEMAIRE,
by his Attorney Paul Barbillon.
Hongkong, 11th October, 1904. [2417]

THE SWATOW GRASS CLOTH, SILK
and DRAWN THREAD WORK
DEPARTMENT.

INTIMATIONS
GOVERNMENT NOTIFICATION—
No. 699.
INFORMATION has been received that 15-pr. B. L. and 303 Maxim Gun Practice will be carried out from close to the stone under Mount Davis in a South-Westerly direction at ranges from 1,000 to 3,000 yards.
Practice will commence at 4 P.M. on SATURDAY, October 15th, 1904, if the range is clear.
By Command,
F. H. MAY,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 10th October, 1904. [2412]

SANITARY BOARD OFFICE,
Hongkong.

OWNERS OF DOMESTIC BUILDINGS.
TAKE NOTICE that under No. 5 of the Domestic Cleanliness and Ventilation By-laws (as amended), every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kowloon occupied by masters of more than one family must be CLEANSED AND LIMEWASHED THROUGHOUT by the owner during the months of September and October.
N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase—all cubicle partitions—stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.
The back yard should have its containing walls lime-washed up to the level of the first floor.
Carved, painted or polished woodwork in good condition however need not be lime-washed but must be Cleaned.
The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverley Street on the West. Kowloon is divided into the Eastern and the Western divisions by Robinson Road and a straight line drawn from the North end thereof through the Tsimshui reservoir to the Northern boundary of Kowloon.
THOS. A. HAMMER,
Secretary.
Dated this 7th day of October, 1904. [2403]

CANTON DISTRICT.
LOCAL NOTICE TO MARINERS.
No. 68.
Establishment of Lights in the approaches to Canton.

NOTICE IS HEREBY GIVEN of the establishment of the following lights in the approaches to Canton.
BLAKE POINT LIGHT.
This light was exhibited for the first time at sunset on the 26th ultimo.
The illuminating apparatus is dioptric group consisting of the sixth order, showing a fixed White Light varied by four eclipses every 30 seconds, thus—
Light Eclipse 16 Seconds.
Light Eclipse 2 " "
Light Eclipse 3 " "
Light Eclipse 4 " "
Light Eclipse 5 " "
Light Eclipse 6 " "
Light Eclipse 7 " "
Light Eclipse 8 " "
Light Eclipse 9 " "
Light Eclipse 10 " "
Light Eclipse 11 " "
Light Eclipse 12 " "
Light Eclipse 13 " "
Light Eclipse 14 " "
Light Eclipse 15 " "
Light Eclipse 16 " "
Light Eclipse 17 " "
Light Eclipse 18 " "
Light Eclipse 19 " "
Light Eclipse 20 " "
Light Eclipse 21 " "
Light Eclipse 22 " "
Light Eclipse 23 " "
Light Eclipse 24 " "
Light Eclipse 25 " "
Light Eclipse 26 " "
Light Eclipse 27 " "
Light Eclipse 28 " "
Light Eclipse 29 " "
Light Eclipse 30 " "
Light Eclipse 31 " "
Light Eclipse 32 " "
Light Eclipse 33 " "
Light Eclipse 34 " "
Light Eclipse 35 " "
Light Eclipse 36 " "
Light Eclipse 37 " "
Light Eclipse 38 " "
Light Eclipse 39 " "
Light Eclipse 40 " "
Light Eclipse 41 " "
Light Eclipse 42 " "
Light Eclipse 43 " "
Light Eclipse 44 " "
Light Eclipse 45 " "
Light Eclipse 46 " "
Light Eclipse 47 " "
Light Eclipse 48 " "
Light Eclipse 49 " "
Light Eclipse 50 " "
Light Eclipse 51 " "
Light Eclipse 52 " "
Light Eclipse 53 " "
Light Eclipse 54 " "
Light Eclipse 55 " "
Light Eclipse 56 " "
Light Eclipse 57 " "
Light Eclipse 58 " "
Light Eclipse 59 " "
Light Eclipse 60 " "
Light Eclipse 61 " "
Light Eclipse 62 " "
Light Eclipse 63 " "
Light Eclipse 64 " "
Light Eclipse 65 " "
Light Eclipse 66 " "
Light Eclipse 67 " "
Light Eclipse 68 " "
Light Eclipse 69 " "
Light Eclipse 70 " "
Light Eclipse 71 " "
Light Eclipse 72 " "
Light Eclipse 73 " "
Light Eclipse 74 " "
Light Eclipse 75 " "
Light Eclipse 76 " "
Light Eclipse 77 " "
Light Eclipse 78 " "
Light Eclipse 79 " "
Light Eclipse 80 " "
Light Eclipse 81 " "
Light Eclipse 82 " "
Light Eclipse 83 " "
Light Eclipse 84 " "
Light Eclipse 85 " "
Light Eclipse 86 " "
Light Eclipse 87 " "
Light Eclipse 88 " "
Light Eclipse 89 " "
Light Eclipse 90 " "
Light Eclipse 91 " "
Light Eclipse 92 " "
Light Eclipse 93 " "
Light Eclipse 94 " "
Light Eclipse 95 " "
Light Eclipse 96 " "
Light Eclipse 97 " "
Light Eclipse 98 " "
Light Eclipse 99 " "
Light Eclipse 100 " "
Light Eclipse 101 " "
Light Eclipse 102 " "
Light Eclipse 103 " "
Light Eclipse 104 " "
Light Eclipse 105 " "
Light Eclipse 106 " "
Light Eclipse 107 " "
Light Eclipse 108 " "
Light Eclipse 109 " "
Light Eclipse 110 " "
Light Eclipse 111 " "
Light Eclipse 112 " "
Light Eclipse 113 " "
Light Eclipse 114 " "
Light Eclipse 115 " "
Light Eclipse 116 " "
Light Eclipse 117 " "
Light Eclipse 118 " "
Light Eclipse 119 " "
Light Eclipse 120 " "
Light Eclipse 121 " "
Light Eclipse 122 " "
Light Eclipse 123 " "
Light Eclipse 124 " "
Light Eclipse 125 " "
Light Eclipse 126 " "
Light Eclipse 127 " "
Light Eclipse 128 " "
Light Eclipse 129 " "
Light Eclipse 130 " "
Light Eclipse 131 " "
Light Eclipse 132 " "
Light Eclipse 133 " "
Light Eclipse 134 " "
Light Eclipse 135 " "
Light Eclipse 136 " "
Light Eclipse 137 " "
Light Eclipse 138 " "
Light Eclipse 139 " "
Light Eclipse 140 " "
Light Eclipse 141 " "
Light Eclipse 142 " "
Light Eclipse 143 " "
Light Eclipse 144 " "
Light Eclipse 145 " "
Light Eclipse 146 " "
Light Eclipse 147 " "
Light Eclipse 148 " "
Light Eclipse 149 " "
Light Eclipse 150 " "
Light Eclipse 151 " "
Light Eclipse 152 " "
Light Eclipse 153 " "
Light Eclipse 154 " "
Light Eclipse 155 " "
Light Eclipse 156 " "
Light Eclipse 157 " "
Light Eclipse 158 " "
Light Eclipse 159 " "
Light Eclipse 160 " "
Light Eclipse 161 " "
Light Eclipse 162 " "
Light Eclipse 163 " "
Light Eclipse 164 " "
Light Eclipse 165 " "
Light Eclipse 166 " "
Light Eclipse 167 " "
Light Eclipse 168 " "
Light Eclipse 169 " "
Light Eclipse 170 " "
Light Eclipse 171 " "
Light Eclipse 172 " "
Light Eclipse 173 " "
Light Eclipse 174 " "
Light Eclipse 175 " "
Light Eclipse 176 " "
Light Eclipse 177 " "
Light Eclipse 178 " "
Light Eclipse 179 " "
Light Eclipse 180 " "
Light Eclipse 181 " "
Light Eclipse 182 " "
Light Eclipse 183 " "
Light Eclipse 184 " "
Light Eclipse 185 " "
Light Eclipse 186 " "
Light Eclipse 187 " "
Light Eclipse 188 " "
Light Eclipse 189 " "
Light Eclipse 190 " "
Light Eclipse 191 " "
Light Eclipse 192 " "
Light Eclipse 193 " "
Light Eclipse 194 " "
Light Eclipse 195 " "
Light Eclipse 196 " "
Light Eclipse 197 " "
Light Eclipse 198 " "
Light Eclipse 199 " "
Light Eclipse 200 " "
Light Eclipse 201 " "
Light Eclipse 202 " "
Light Eclipse 203 " "
Light Eclipse 204 " "
Light Eclipse 205 " "
Light Eclipse 206 " "
Light Eclipse 207 " "
Light Eclipse 208 " "
Light Eclipse 209 " "
Light Eclipse 210 " "
Light Eclipse 211 " "
Light Eclipse 212 " "
Light Eclipse 213 " "
Light Eclipse 214 " "
Light Eclipse 215 " "
Light Eclipse 216 " "
Light Eclipse 217 " "
Light Eclipse 218 " "
Light Eclipse 219 " "
Light Eclipse 220 " "
Light Eclipse 221 " "
Light Eclipse 222 " "
Light Eclipse 223 " "
Light Eclipse 224 " "
Light Eclipse 225 " "
Light Eclipse 226 " "
Light Eclipse 227 " "
Light Eclipse 228 " "
Light Eclipse 229 " "
Light Eclipse 230 " "
Light Eclipse 231 " "
Light Eclipse 232 " "
Light Eclipse 233 " "
Light Eclipse 234 " "
Light Eclipse 235 " "
Light Eclipse 236 " "
Light Eclipse 237 " "
Light Eclipse 238 " "
Light Eclipse 239 " "
Light Eclipse 240 " "
Light Eclipse 241 " "
Light Eclipse 242 " "
Light Eclipse 243 " "
Light Eclipse 244 " "
Light Eclipse 245 " "
Light Eclipse 246 " "
Light Eclipse 247 " "
Light Eclipse 248 " "
Light Eclipse 249 " "
Light Eclipse 250 " "
Light Eclipse 251 " "
Light Eclipse 252 " "
Light Eclipse 253 " "
Light Eclipse 254 " "
Light Eclipse 255 " "
Light Eclipse 256 " "
Light Eclipse 257 " "
Light Eclipse 258 " "
Light Eclipse 259 " "
Light Eclipse 260 " "
Light Eclipse 261 " "
Light Eclipse 262 " "
Light Eclipse 263 " "
Light Eclipse 264 " "
Light Eclipse 265 " "
Light Eclipse 266 " "
Light Eclipse 267 " "
Light Eclipse 268 " "
Light Eclipse 269 " "
Light Eclipse 270 " "
Light Eclipse 271 " "
Light Eclipse 272 " "
Light Eclipse 273 " "
Light Eclipse 274 " "
Light Eclipse 275 " "
Light Eclipse 276 " "
Light Eclipse 277 " "
Light Eclipse 278 " "
Light Eclipse 279 " "
Light Eclipse 280 " "
Light Eclipse 281 " "
Light Eclipse 282 " "
Light Eclipse 283 " "
Light Eclipse 284 " "
Light Eclipse 285 " "
Light Eclipse 286 " "
Light Eclipse 287 " "
Light Eclipse 288 " "
Light Eclipse 289 " "
Light Eclipse 290 " "
Light Eclipse 291 " "
Light Eclipse 292 " "
Light Eclipse 293 " "
Light Eclipse 294 " "
Light Eclipse 295 " "
Light Eclipse 296 " "
Light Eclipse 297 " "
Light Eclipse 298 " "
Light Eclipse 299 " "
Light Eclipse 300 " "
Light Eclipse 301 " "
Light Eclipse 302 " "
Light Eclipse 303 " "
Light Eclipse 304 " "
Light Eclipse 305 " "
Light Eclipse 306 " "
Light Eclipse 307 " "
Light Eclipse 308 " "
Light Eclipse 309 " "
Light Eclipse 310 " "
Light Eclipse 311 " "
Light Eclipse 312 " "
Light Eclipse 313 " "
Light Eclipse 314 " "
Light Eclipse 315 " "
Light Eclipse 316 " "
Light Eclipse 317 " "
Light Eclipse 318 " "
Light Eclipse 319 " "
Light Eclipse 320 " "
Light Eclipse 321 " "
Light Eclipse 322 " "
Light Eclipse 323 " "
Light Eclipse 324 " "
Light Eclipse 325 " "
Light Eclipse 326 " "
Light Eclipse 327 " "
Light Eclipse 328 " "
Light Eclipse 329 " "
Light Eclipse 330 " "
Light Eclipse 331 " "
Light Eclipse 332 " "
Light Eclipse 333 " "
Light Eclipse 334 " "
Light Eclipse 335 " "
Light Eclipse 336 " "
Light Eclipse 337 " "
Light Eclipse 338 " "
Light Eclipse 339 " "
Light Eclipse 340 " "
Light Eclipse 341 " "
Light Eclipse 342 " "
Light Eclipse 343 " "
Light Eclipse 344 " "
Light Eclipse 345 " "
Light Eclipse 346 " "
Light Eclipse 347 " "
Light Eclipse 348 " "
Light Eclipse 349 " "
Light Eclipse 350 " "
Light Eclipse 351 " "
Light Eclipse 352 " "
Light Eclipse 353 " "
Light Eclipse 354 " "
Light Eclipse 355 " "
Light Eclipse 356 " "
Light Eclipse 357 " "
Light Eclipse 358 " "
Light Eclipse 359 " "
Light Eclipse 360 " "
Light Eclipse 361 " "
Light Eclipse 362 " "
Light Eclipse 363 " "
Light Eclipse 364 " "
Light Eclipse 365 " "
Light Eclipse 366 " "
Light Eclipse 367 " "
Light Eclipse 368 " "
Light Eclipse 369 " "
Light Eclipse 370 " "
Light Eclipse 371 " "
Light Eclipse 372 " "
Light Eclipse 373 " "
Light Eclipse 374 " "
Light Eclipse 375 " "
Light Eclipse 376 " "
Light Eclipse 377 " "
Light Eclipse 378 " "
Light Eclipse 379 " "
Light Eclipse 380 " "
Light Eclipse 381 " "
Light Eclipse 382 " "
Light Eclipse 383 " "
Light Eclipse 384 " "
Light Eclipse 385 " "
Light Eclipse 386 " "
Light Eclipse 387 " "
Light Eclipse 388 " "
Light Eclipse 389 " "
Light Eclipse 390 " "
Light Eclipse 391 " "
Light Eclipse 392 " "
Light Eclipse 393 " "
Light Eclipse 394 " "
Light Eclipse 395 " "
Light Eclipse 396 " "
Light Eclipse 397 " "
Light Eclipse 398 " "
Light Eclipse 399 " "
Light Eclipse 400 " "
Light Eclipse 401 " "
Light Eclipse 402 " "
Light Eclipse 403 " "
Light Eclipse 404 " "
Light Eclipse 405 " "
Light Eclipse 406 " "
Light Eclipse 407 " "
Light Eclipse 408 " "
Light Eclipse 409 " "
Light Eclipse 410 " "
Light Eclipse 411 " "
Light Eclipse 412 " "
Light Eclipse 413 " "
Light Eclipse 414 " "
Light Eclipse 415 " "
Light Eclipse 416 " "
Light Eclipse 417 " "
Light Eclipse 418 " "
Light Eclipse 419 " "
Light Eclipse 420 " "
Light Eclipse 421 " "
Light Eclipse 422 " "
Light Eclipse 423 " "
Light Eclipse 424 " "
Light Eclipse 425 " "
Light Eclipse 426 " "
Light Eclipse 427 " "
Light Eclipse 428 " "
Light Eclipse 429 " "
Light Eclipse 430 " "
Light Eclipse 431 " "
Light Eclipse 432 " "
Light Eclipse 433 " "
Light Eclipse 434 " "
Light Eclipse 435 " "
Light Eclipse 436 " "
Light Eclipse 437 " "
Light Eclipse 438 " "
Light Eclipse 439 " "
Light Eclipse 440 " "
Light Eclipse 441 " "
Light Eclipse 442 " "
Light Eclipse 443 " "
Light Eclipse 444 " "
Light Eclipse 445 " "
Light Eclipse 446 " "
Light Eclipse 447 " "
Light Eclipse 448 " "
Light Eclipse 449 " "
Light Eclipse 450 " "
Light Eclipse 451 " "
Light Eclipse 452 " "
Light Eclipse 453 " "
Light Eclipse 454 " "
Light Eclipse 455 " "
Light Eclipse 456 " "
Light Eclipse 457 " "
Light Eclipse 458 " "
Light Eclipse 459 " "
Light Eclipse 460 " "
Light Eclipse 461 " "
Light Eclipse 462 " "
Light Eclipse 463 " "
Light Eclipse 464 " "
Light Eclipse 465 " "
Light Eclipse 466 " "
Light Eclipse 467 " "
Light Eclipse 468 " "
Light Eclipse 469 " "
Light Eclipse 470 " "
Light Eclipse 471 " "
Light Eclipse 472 " "
Light Eclipse 473 " "
Light Eclipse 474 " "
Light Eclipse 475 " "
Light Eclipse 476 " "
Light Eclipse 477 " "
Light Eclipse 478 " "
Light Eclipse 479 " "
Light Eclipse 480 " "
Light Eclipse 481 " "
Light Eclipse 482 " "
Light Eclipse 483 " "
Light Eclipse 484 " "
Light Eclipse 485 " "
Light Eclipse 486 " "
Light Eclipse 487 " "
Light Eclipse 488 " "
Light Eclipse 489 " "
Light Eclipse 490 " "
Light Eclipse 491 " "
Light Eclipse 492 " "
Light Eclipse 493 " "
Light Eclipse 494 " "
Light Eclipse 495 " "
Light Eclipse 496 " "
Light Eclipse 497 " "
Light Eclipse 498 " "
Light Eclipse 499 " "
Light Eclipse 500 " "
Light Eclipse 501 " "
Light Eclipse 502 " "
Light Eclipse 503 " "
Light Eclipse 504 " "
Light Eclipse 505 " "
Light Eclipse 506 " "
Light Eclipse 507 " "
Light Eclipse 508 " "
Light Eclipse 509 " "
Light Eclipse 510 " "
Light Eclipse 511 " "
Light Eclipse 512 " "
Light Eclipse 513 " "
Light Eclipse 514 " "
Light Eclipse 515 " "
Light Eclipse 516 " "
Light Eclipse 517 " "
Light Eclipse 518 " "
Light Eclipse 519 " "
Light Eclipse 520 " "
Light Eclipse 521 " "
Light Eclipse 522 " "
Light Eclipse 523 " "
Light Eclipse 524 " "
Light Eclipse 525 " "
Light Eclipse 526 " "
Light Eclipse 527 " "
Light Eclipse 528 " "
Light Eclipse 529 " "
Light Eclipse 530 " "
Light Eclipse 531 " "
Light Eclipse 532 " "
Light Eclipse 533 " "
Light Eclipse 534 " "
Light Eclipse 535 " "
Light Eclipse 536 " "
Light Eclipse 537 " "
Light Eclipse 538 " "
Light Eclipse 539 " "
Light Eclipse 540 " "
Light Eclipse 541 " "
Light Eclipse 542 " "
Light Eclipse 543 " "
Light Eclipse 544 " "
Light Eclipse 545 " "
Light Eclipse 546 " "
Light Eclipse 547 " "
Light Eclipse 548 " "
Light Eclipse 549 " "
Light Eclipse 550 " "
Light Eclipse 551 " "
Light Eclipse 552 " "
Light Eclipse 553 " "
Light Eclipse 554 " "
Light Eclipse 555 " "
Light Eclipse 556 " "
Light Eclipse 557 " "
Light Eclipse 558 " "
Light Eclipse 559 " "
Light Eclipse 560 " "
Light Eclipse 561 " "
Light Eclipse 562 " "
Light Eclipse 563 " "
Light Eclipse 564 " "
Light Eclipse 565 " "
Light Eclipse 566 " "
Light Eclipse 567 " "
Light Eclipse 568 " "
Light Eclipse 569 " "
Light Eclipse 570 " "
Light Eclipse 571 " "
Light Eclipse 572 " "
Light Eclipse 573 " "
Light Eclipse 574 " "
Light Eclipse 575 " "
Light Eclipse 576 " "
Light Eclipse 577 " "
Light Eclipse 578 " "
Light Eclipse 579 " "
Light Eclipse 580 " "
Light Eclipse 581 " "
Light Eclipse 582 " "
Light Eclipse 583 " "
Light Eclipse 584 " "
Light Eclipse 585 " "
Light Eclipse 586 " "
Light Eclipse 587 " "
Light Eclipse 588 " "
Light Eclipse 589

INTIMATIONS

ROBINSON PIANO CO., LD.

NEW IRON FRAMED PIANOS

\$425.00

GUARANTEED FOR CLIMATE.

MASTER PIANO PLAYERS

\$385 AND \$500

PLAYING ALL THE NOTES OF THE

PIANO **\$650**

PERSONALLY SELECTED PIANOS BY BECHSTEIN.

KAPS. HOPKINSON. KRAUSS. RACHALS. &.

BABY GRANDS

Hire OR Credit

Hongkong, 10th October, 1904. [2150]

TO LET.

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.

Apply to—**JARDINE, MATHESON & CO.,**
Hongkong, 8th August, 1904. [1717]

TO LET.

N.O. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' Quarters).

Apply to—**H. M. S. H. SMILL,**
4, Hollywood Road,
Hongkong, 16th August, 1904. [199]

HONGKONG CLUB.

TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET.

TWO LARGE ROOMS, suitable for Offices, situated on the 2nd FLOOR of New Building nearing completion. Electric Light and Elevator.

Apply—**A. G. I. S.,**
Care of Daily Press Office,
Hongkong, 22nd September, 1904. [2287]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—**HUMPHREYS, ESTATE & FINANCE CO., LD.**
Hongkong, 21st June, 1904. [2355]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—**WING CHEONG,**
35, Queen's Road Central,
Hongkong, 3rd November, 1903. [74]

TO LET.

BANGOR (Peak). THE BYRNE (Peak). ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE, Nos. 11, 13 & 21. BEACONSFIELD ARCADE, No. 14. 1st Floor. ONE SHOP in BEACONSFIELD ARCADE.

Apply to—**LINSTEAD & DAVIS,**
Hongkong, 3rd October, 1904. [2363]

13 LET

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—**THE SECRETARY,**
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET.

N.O. 1, RIPON TERRACE (in FLATS). A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course. FLATS in MORRISON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS; PRAYA EAST. OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 26th June, 1904. [175]

TO LET.

N.O. 6, DES VŒUX ROAD (opposite King Edward Hotel), ONE or TWO FLATS of Five Rooms each and Servants' Quarters. THREE LARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same Floor as that occupied by the China Fire Insurance Co. Also ONE LARGE ROOM with Verandah and One Small Room in ICE HOUSE ROAD (next to the Mercantile Bank), at present in the occupation of Mr. Layton.

Apply to—**DAVID SASSOON & CO., LD.**
Hongkong, 28th September, 1904. [12322]

TO LET.

N.O. 10, KNUSTFORD TERRACE, Kowloon. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 10th October, 1904. [2410]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton. For particulars, apply to—**P. O. BOX 22,**
Care of Daily Press Office,
Hongkong, 17th June, 1904. [1507]

TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD. Nos. 6, CASTLE ROAD. Nos. 74, CAINE ROAD.

Apply to—**COMPTON & DEPARTMENT,**
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—**SECRETARY,**
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.

N.O. 6, UPPER MOSQUE TERRACE. European residence; just renovated, painted and colourwashed; immediate possession.

Apply to—**G. J. SEQUEIRA,**
Care of A. R. Marty,
Hongkong, 28th September, 1904. [2321]

TO LET.

N.O. 1, STEWART TERRACE, the Peak. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 28th March, 1904. [365]

TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).

Apply to—**X,**
Care of Daily Press Office,
Hongkong, 6th September, 1904. [2161]

TO LET.

PART of A HOUSE, consisting of Five Rooms, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour. Immediate possession.

Apply to—**S. V. A.,**
Care of Daily Press Office,
Hongkong, 3rd October, 1904. [2357]

TO LET.

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.

Apply—**C. L.,**
Care of Daily Press Office,
Hongkong, 5th October, 1904. [2375]

TO LET.

3RD FLOOR, suitable for Office. Apply to—**WING CHEONG,**
35, Queen's Road Central,
Hongkong, 3rd June, 1904. [74]

TO LET.

TWO LARGE ROOMS on Caine Road Level, with Bathrooms, Verandah and a Fine View of the Harbour.

Apply to—**"LODGINGS,"**
Care of Daily Press Office,
Hongkong, 6th October, 1904. [2386]

TO LET.

ONE COMFORTABLY FURNISHED ROOM with Bathroom, &c., in 39, ROBINSON ROAD.

Apply to—**J. ULLMANN & CO.,**
34, Queen's Road,
Hongkong, 29th September, 1904. [2331]

TO LET.

CARTRIDGES. IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES & 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 8899. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong 28th November, 1902

SHANGHAI GENERAL CHAMBER OF COMMERCE.

TRADE MARKS REGULATIONS. As the outcome of the deliberations of the sub-Committee appointed by the Special General Meeting held on 22nd inst., the following letter has been forwarded to the British Minister, through H.B.M.'s Consul-General, Sir Pelham Warren, K.C.M.G., and is now published for general information.

LESIE J. CUBITT, Secretary.
Shanghai, 30th September, 1904.

To His Excellency, Sir Ernest SATOW, G.C.M.G., H.B.M.'s Minister Plenipotentiary, Peking.

Your Excellency,—I have now the honour to lay before you in detail, the views of this Chamber regarding the Provisional Regulations for the Registration of Trade Marks, which Regulations were submitted to the consideration of a Special General Meeting of Members on 22nd inst. A copy of the Minutes of that meeting is enclosed herewith for reference.

The convening of that Meeting had its origin in the receipt by this Chamber of a communication from Mr. J. W. Jamieson, H.B.M.'s Commercial Attaché, stating that he had received a telegram from Your Excellency to the effect that regarding the postponement of the coming into force of the Regulations for six months as requested by this Chamber and other Commercial Bodies, you would find yourself in a better position to formulate a request to the Chinese Government, were you placed in possession of the views held by the Chamber of Commerce and other Commercial Bodies on the various points requiring, in their opinion, further consideration, and should you consider them of sufficient importance to warrant a reopening of the question.

I beg to say by way of preface, that there is no feeling of antagonism among the mercantile community here on the subject of Trade Marks legislation generally—on the contrary, the desire is as strong as ever, to have the provisions of Clause VII of the British Treaty of 1902 given effect to by an effective system of registration at a reasonable fee. I would also add that, in reading the Regulations and criticising them, this Chamber has adhered solely to the translation made by Mr. J. W. Jamieson—copy of which I have the honour to enclose.

I think it of importance that this should be mentioned as there are other translations, emanating from official sources which differ in some respect from that which has been laid before this Chamber, and it is possible that some of the clauses which now appear ambiguous, may be capable of explanation in this way.

The grounds on which the request for postponement is based are, that further consideration is deemed advisable on the following points, and that as many firms and individuals here are acting as Agents for others in Europe, there is not sufficient time before 23rd October for those so situated to consult their principals and to receive their instructions.

The Registrar.—It is not stated in the Regulations whether this official is to be a Chinese or a Foreigner, nor is any provision made for appeal against the Registrar's ruling to a higher authority—a reconsideration of ruling by the Registrar himself only being referred to in the scale of Fees.

This Chamber respectfully urges the importance of the Registrar being a Foreigner who shall be an expert in the matter of Trade Marks, and the desirability of Appeal from the Registrar's ruling to the Foreign Ministers at Peking.

Language.—The Regulations, as they stand, require that Foreign Applications be accompanied by Chinese translations. This Chamber is of opinion that Foreign Correspondence should be admitted in the English language only for the following reasons:—

(a) According to Clause VII of the British Treaty 1902, the Registration Offices are to be under the Imperial Maritime Customs. In all Departments of the Customs, English is the universal language for the transaction of business with foreigners, and there would appear to be no sufficient reason why an exception should be made in respect of the Registrar's Department—more especially as the staff will be foreign and English is the one language common to all the nationalities of which the Customs staff is composed.

(b) The Applicant would be entirely in the hands of his translator in making his application and might subsequently find that the Registrar would not accept his translation as correctly

conveying his intentions at the time of Registration.

(c) The applicant would be put to considerable expense in the matter of translations.

Head Office and Branch Offices.—While this Chamber would view with satisfaction the establishment of the Head Office at Shanghai, as being the commercial centre for Foreign Trade, it is of opinion that failing this, it is essential, in order to avoid delay, that the Shanghai (if it be empowered to issue Certificates and transact business connected with Trade Marks generally, subject to vote by the Head Office at Peking.

Scale of Fees.—It is the unanimous opinion of the Members of this Chamber that the scale of fees is contrary to the spirit of Clause VII of the British Treaty 1902, which stipulates that Foreign Trade-marks may be registered at a reasonable fee. It is also defective in omitting to state whether the fees, as stated, are payable for registration in each class, or constitute an inclusive payment for one mark in all classes at the option of the Applicant.

In this connection, I may state that there is considerable doubt as to the interpretation of Regulation 11 and Detailed Rule 21. These two paragraphs appear to impose upon Firms making any change in their partnership arrangements, the necessity of paying Tls. 20 per mark for the recording of each such change.

As the admission and retirement of partners in Firms in China are of such frequent occurrence, this regulation would involve a very serious outlay and would, for this reason, call for a strong protest on the part of this Chamber.

On the other hand, if this is not the intention of the Regulations, an amendment of the wording in order to obviate any possible misconception on the point, is held to be important.

Protection of Marks Registered Abroad and Marks that have been used in China for over two years prior to the Application for Registration.—Regulations 8, 19, and 21 contain the provisions for the protection of established marks, such protection consisting in the fact that such marks "cannot be registered"—(I may here note that other translations interpret this "will be refused registration") and in the event of infringement, the proprietor has the right to proceed against the offender who (if he be a Chinese) on the case being proved will be punished.

This is the reading of the regulations by one section of the Members of the Chamber, while there is another section to whom it is not clear that these three articles contain even efficient protection for old marks which are not registered in China.

But assuming that the former interpretation is the correct one, it means that the proprietors of old marks must keep a constant watch, permanently, in order to see that their marks are not being infringed—a contingency that would certainly arise otherwise, as the marks not being registered, the Registrar would not, at the time of application by another, be in possession of the information which would justify him in refusing registration.

The constant necessity of such vigilance, apart from the payment of examination fees, would become an intolerable burden, but to adopt the alternative of registering all old marks would cost many of the old firms in Shanghai from Tls. 10,000 to Tls. 20,000 under the present scale of fees.

As it was evidently not the intention of the British Government when making the Treaty, that Merchants should be in a worse position than they were before, this Chamber cannot doubt that a more reasonable and less burdensome form of protection than the present Regulations contain will be insisted on.

In all countries where Trade Marks are protected, protection is based on Registration, which appears to this Chamber to be the only sound basis, but the cost of registering 200 or 300 marks under the scale laid down in Regulation 23 is prohibitive; and this Chamber ventures to suggest that the difficulty might be met by requiring owners of Trade Marks registered abroad, and marks which have been used in China for over two years, to deposit such marks with the Registrar, accompanied by satisfactory proof of title, in order that the Registrar might have in his possession the necessary particulars for reference when considering applications.

Should this suggestion not meet with approval, another way out of the difficulty might be found in permitting proprietors of such marks to register the same for the payment of an initial fee of, say Tls. 30, and a further fee of Tls. 1 for every mark so registered.

Finally, this Chamber is strongly of opinion that it is very desirable that an authorised English translation of the Regulations be issued which shall be accepted as the official guide in dealing with all Foreign Trademarks.

In giving the foregoing details, it has been my aim to dwell only on those points which appear to be of fundamental importance and to pass over minor ambiguities, which one may suppose will receive attention before the Provisional Regulations are made absolute.

I have endeavoured to show that the claim for an extension of six months is well founded, and I earnestly trust that Your Excellency may consider that the reasons given warrant your making a request to the Chinese Government in this sense.

I have the honour to be, Your Excellency's most obedient and humble Servant, WILLIAM D. LITTLE, Chairman.—N.C. Daily News.

THE NECESSITY
of brushing the teeth morning and evening becomes a pleasure if you use

CALVERT'S CARBOLIC Tooth Powder

with its delicate perfume and agreeable taste.

It preserves the teeth by thorough and antiseptic cleansing, and also gives them the requisite polish without injuring the enamel.

Calvert's Prickly-heat Soap
is very serviceable in hot climates as a preventive of prickly-heat and other irritation of the skin. It is pleasantly perfumed and contains 10% Crystal Carbolic.

These articles can be readily obtained from most Chemists and Storekeepers.

F. C. Calvert & Co., Manchester, ENGLAND.

TO IMPORTING HOUSES, GENERAL SUPPLY STORES, Ladies' & Gents' Outfitters, &c.

Donald Mackegg

57, RIVER ST., MANCHESTER, ENGL.
Boys on Commission for Foreign & Colonial Firms
25 years' personal experience of the trade both at home and abroad.
Business houses requiring mixed assortments of goods should send their orders to the agent.
Correspondence cordially invited.
References and Bankers: The Manchester and Liverpool District Banking Co., Ltd., Manchester. General references given on application.

Dainty Skin
is a precious possession. It is made and kept dainty by 'DARTRING' 'LANOLINE'

No imitation can bear the 'Darting' No imitation can be called 'Darting'

Wholesale: by Holborn Viaduct, London E.C. 4.

Demand the genuine 'DARTRING' 'TOILET LANOLINE' in complete tins 'DARTRING LANOLINE' TOILET SOAP

"BILLIARDS"

Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS. THOROUGHLY SEASONED.

CRYSTALATE AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Offices of this paper.

JOHN ROBERTS & CO., LD.
BILLIARD TABLE MAKERS AND IVORY TURNERS.
BOMBAY.
Hongkong, 6th April, 1904. [927-2]

THE CIGARETTES OF THE FUTURE.
ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES. TRADE MARK.

LOTUS.
Large Size \$5.00 per 100
Gold Tip 60 Medium Size \$3.75 per 100

ZAFAR.
Large Size \$4.60 per 100
Medium Size \$4.35

KARIM.
Large Size \$3.75 per 100
Medium Size \$3.50

THABIT.
Large Size \$3.00 per 100
Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:
[615] **KRUSE & CO., CONNAUGHT HOUSE.**

ARNHOLD, KARBURG & CO.

LARGE STOCK OF LIGHT RAILWAY MATERIAL

Hongkong, 1st October, 1904. a333

Keep it Handy

For an emergency. When accidents happen, or sudden sickness comes, nothing will bring such prompt relief as that famous old remedy,

PERRY DAVIS' Painkiller

It cures CRAMPS, COLIC, CHOLERA, DYSENTERY, DIARRHOEA, SPRAINS, BITES and STINGS.

[1516-2]

JAPAN COALS.

mitsui BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE.—1, SUNDOO-CHO, TOKYO.
LONDON BRANCH.—34, LIME STREET, E.C.
HONGKONG BRANCH.—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemoopo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimomaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Manada, Mamoura, Onoura Otani, Sasahara Tanakuro, Yoshinotani, Yoshio, Yunkubara, and other Coals.

S. MINAMI, Manager, Hongkong.

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903.

TONG CHONG WO & CO.
No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure HAVANA CIGARS and CIGARETTES. They are made of best Havana leaves and possess a mild and choice flavour. Inspection courteously invited.

Hongkong, 26th May, 1904. [1233]

SHIPPING.

ARRIVALS.
 ASPERN, Austrian cruiser, 2,400 Gruzengberger, 11th Oct., Shanghai 8th October.
 FOXTON HALL, British str., 2,735, A. S. Kilvert, Barry (uncertain), Coal—Order.
 LIGHTNING, British str., 2,122, J. G. Spence, 10th Oct., Calcutta 24th Sept and Straits 5th Oct., General—1, S. S. S. Co.
 OANPA, British str., 3,076, T. Bartlett, 11th October, Tacoma via Japan 7th October, General—Butterfield & Swire.
 PHRANANO, German str., 1,021, A. Schmorl- fues, 11th Oct., Hongkong 3rd Oct., Riese, Butterfield & Swire.
 SACHSEN, German str., 5,026, H. Feyen, 12th October, Yokohama 1st Oct., General—Molochers & Co.
 THALES, British str., 820, E. S. Crowe, 11th Oct., Swatow 10th Oct., General—Douglas Laprak & Co.
 ZAFIRO, British str., 1,611, R. Rodger, 10th October, Manila 8th October, General—Shewan, Tomes & Co.

DEPARTURES.
 11th October.
 CHUYEN, Chinese str., for Canton.
 HINDUSTAN, British str., for New York.
 LYNNWOOD, German str., for Chemplo.
 MANCHURIA, Am. str., for San Francisco.
 NAISANG, British str., for Calcutta.
 SIRIUS, British cruiser, for Shanghai.
 SUNGRIANG, British str., for Manila.
 TEAN, British str., for Manila.
 WOSANG, British str., for Tientsin.

VESSLS IN DOCK.
 11th October.
 ABERDEEN DOCK—U. S. S. *Palmyra*, *Lishin*, *Agincourt*, U. S. S. *Pompey*, U. S. S. *Father*, U. S. S. *Bainbridge*, U. S. S. *Chamney*, *Kaipua*, *Coptic*, *Thales*.
 COSMOPOLITAN DOCK—*Lilia*.

VESSLS PASSED ANKER.
 Sept. 21, Dutch str., *Gede*, Bagchus, Sept. 21, from Batavia for Rotterdam.
 Sept. 21, Dutch str., *Pinar*, Kuops, Sept. 21, from Batavia for Amsterdam.
 Sept. 22, British str., *Vergant*, Haynes, July 30, from Cardiff for Hongkong.
 Sept. 24, British str., *Lethian*, from Hongkong for Durban.
 Sept. 24, British str., *Jalandar*, Wright, Sept. 22, from Singapore for Christmas Island.
 Sept. 24, British str., *Sindora*, Guthrie, Aug. 20, from Rotterdam for Batavia.
 Sept. 25, British str., *Zambesi*, from East.
 Sept. 26, British str., *Lady Luss*, from East.
 Sept. 27, Italian 4-m. bge, *Branco*, Queirolo, June 12, from New York for Anjer.
 Sept. 28, British str., *Idol*, from Hongkong for Durban.
 Sept. 28, Dutch bge, *Martina Johanna*, van der Loep, May 28, from Rotterdam for Batavia.

VESSLS ON THE BERTH.
 IMPERIAL GERMAN MAIL LINE.
 NORDDEUTSCHER LLOYD, BREMEN.
 FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
 THE Imperial German Mail Steamship
 "PRINCESS ALICE"
 Captain P. Wettin, due here with the out- ward German Mail about TUESDAY, at 5 P. M., will leave for the above place about 12/24 hours after arrival.
 For Further Particulars, apply to
 MELCHERS & CO., Agents.
 Hongkong, 10th October, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship
 "HAITAN"
 Captain Roach, will be despatched for the above ports, on FRIDAY, 14th inst., at 10 A. M.
 For Freight or Passage, apply to
 DOUGLAS LARBAIK & CO., General Managers.
 Hongkong, 10th October, 1904.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.
 FOR AMOY, STRAITS AND RANGOON.
 THE Company's Steamship
 "PUNDUA"
 Captain Thomson, will be despatched as above on SUNDAY, the 16th inst., at DAYLIGHT.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., Agents.
 Hongkong, 10th October, 1904.

COMPAGNIE DES MESSEAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 NOTICE.
 STEAM FOR
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER.

PORTS OF BRAZIL AND RIVER PLATE.
 ON TUESDAY, the 18th October, 1904, at 1 P. M., the Company's Steamship "SALAZIE," Captain Negro, with Mail Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

This Steamer connects at COLOMBO with the Australian line as "Caledonia," bound for MARSEILLES via BOMBAY and ADEN.
 Cargo and Specie will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 17th October.
 Parcels received, until 4 P. M. on the same day. No cargo is not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.

L. BRIDOU, Acting Agent.
 Hongkong, 6th October, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-MACAO LINE.
 S.S. "WING CHAI,"
 Captain T. Austin, R.N.E.
 THIS Steamer departs from Hongkong, on Week Days, at 7.30 A. M.; and on Sundays, at 8.30 A. M.; D-parts from Macao on Week Days about 2 P. M. and on Sundays at 7.30 P. M.
 FARES—(week days) 1st Class including cabin and servant, single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of 82.
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.
 The Steamer will shortly be lit throughout by Electricity.
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
 MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904.

FOR CANTON.
 THE new and fast Twin-Screw Steamer
 "SAN CHEUNG,"
 951 Tons, Captain J. McGinty, will leave for Canton at 9 P. M. on SUNDAYS, TUES- DAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P. M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare, \$3 each way. Second- class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
 CHEUNG ON STEAMBOAT CO., LD.
 No. 147, Canton Road Central.
 Hongkong, 15th March, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1,083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P. M. and returning from Canton every following evening at 5 P. M.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 18th inst.
LONDON, via PORTS OF CALL	MALTA	Brit. str.	R. A. Peters	P. & O. S. N. Co.	22nd inst., Noon.
LONDON, AMSTERDAM & ANTWERP	PINGSBY	Brit. str.	R. A. Peters	BUTTERFIELD & SWIRE	25th inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	R. A. Peters	BUTTERFIELD & SWIRE	8th Nov.
MAHARAJES, via PORTS OF CALL	JASON	Brit. str.	R. A. Peters	BUTTERFIELD & SWIRE	22nd Nov.
BREMEN, via PORTS OF CALL	SALAZIE	Brit. str.	Negro	MESSAGERIES MARITIMES	18th inst., 1 P. M.
HAVRE & HAMBURG	SACHSEN	Ger. str.	H. Feyen	MELCHERS & CO.	To-day, Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	18th inst.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Madson	HAMBURG-AMERIKA LINIE	15th Nov.
TRIESTE, &c., via SINGAPORE, &c.	SEGOVIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	29th Nov.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Ger. str.	Mistron	SANDER, WHEELER & CO.	13th Dec.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Ger. str.	Mistron	SANDER, WHEELER & CO.	20th inst., P. M.
NEW YORK, via PORTS & SUEZ CANAL	ST. HYGO	Brit. str.	Williams	BUTTERFIELD & SWIRE	22nd inst.
NEW YORK, via SUEZ CANAL	CLAYBURN	Brit. str.	Parker	DODWELL & CO., LD.	About 18th Nov.
VANCOUVER, via SHANGHAI, &c.	E. OF CHINA	Brit. str.	Petersen	CANADIAN PACIFIC R. CO.	About 23rd inst.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	E. Beetham	CANADIAN PACIFIC R. CO.	To-day.
VICTORIA (B.C.) & SKATTLE VIA JAPAN, &c.	LYRA	Brit. str.	S. Robinson	DODWELL & CO., LIMITED	15th inst.
PORTLAND, OREGON	YANGTSE	Brit. str.	G. V. Williams	BUTTERFIELD & SWIRE	20th inst.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
KORE	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
CHINKIANG	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
SHANGHAI	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
SHANGHAI	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
SHANGHAI	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
NINGPO & SHANGHAI	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
AMOY & SHANGHAI	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
AMOY, STRAITS & RANGOON	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
TAMU, via SWATOW & AMOY	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
TAMU, via SWATOW & AMOY	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
ANPING, via SWATOW & AMOY	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
SWATOW, CHIOO, NEWHANG & T'SIN	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
SWATOW, AMOY & FOCHOW	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
MANILA DIRECT	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
MANILA DIRECT	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
KUDAT & SANDAKAN	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
BOMBAY via SINGAPORE & PENANG	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
SINGAPORE, PENANG & CALCUTTA	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.
SINGAPORE, PENANG & CALCUTTA	YAWATA MARU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC CO.	27th inst.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 Calling at 1st Port DARWIN and taking through QUEENSLAND PORTS, and taking through (Cargo) to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "AUSTRALIAN,"
 Captain A. H. Shaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A. M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904.

FOR SYDNEY AND MELBOURNE.
 Calling at 1st Port DARWIN and taking through QUEENSLAND PORTS, and taking through (Cargo) to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "AUSTRALIAN,"
 Captain A. H. Shaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A. M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904.

FOR SYDNEY AND MELBOURNE.
 Calling at 1st Port DARWIN and taking through QUEENSLAND PORTS, and taking through (Cargo) to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "AUSTRALIAN,"
 Captain A. H. Shaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A. M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904.

FOR SYDNEY AND MELBOURNE.
 Calling at 1st Port DARWIN and taking through QUEENSLAND PORTS, and taking through (Cargo) to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "AUSTRALIAN,"
 Captain A. H. Shaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A. M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904.

FOR SYDNEY AND MELBOURNE.
 Calling at 1st Port DARWIN and taking through QUEENSLAND PORTS, and taking through (Cargo) to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "AUSTRALIAN,"
 Captain A. H. Shaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A. M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904.

FOR SYDNEY AND MELBOURNE.
 Calling at 1st Port DARWIN and taking through QUEENSLAND PORTS, and taking through (Cargo) to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "AUSTRALIAN,"
 Captain A. H. Shaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A. M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight

INTIMATIONS

ROBINSON PIANO CO., LD.

NEW IRON FRAMED PIANOS

\$425.00

GUARANTEED FOR CLIMATE.

MASTER PIANO PLAYERS

\$385 AND \$500

PLAYING ALL THE NOTES OF THE

PIANO \$650

PERSONALLY SELECTED PIANOS BY BECHSTEIN.

KAPS.

HOPKINSON.

KRAUSS.

RACHALS. &c.

BABY GRANDS

Hire OR Credit

Hongkong, 10th October, 1904. [2150]

TO LET.

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.

Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [1717]

TO LET.

N. O. 16, HOLLYWOOD ROAD (8 Rooms) with Kitchens, Bathrooms, and Servants' Quarters.

Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road,
Hongkong, 16th August, 1904. [199]

TO LET.

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET.

TWO LARGE ROOMS, suitable for Offices, situated on the 2nd FLOOR of New Building near completion. Electric Light and Elevator.

Apply to—
A. G. I. S.,
Care of Daily Press Office,
Hongkong, 22nd September, 1904. [2287]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [2355]

TO LET.

2ND and 3rd FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 3rd November, 1903. [74]

TO LET.

BANGOUR (Peak).

THE EYRIE (Peak). ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE.

BELLIOS TERRACE, Nos. 11, 13 & 21, BEACONSFIELD ARCADE, No. 14, 1st Floor.

ONE SHOP in BEACONSFIELD ARCADE.

Apply to—
LINSTED & DAVIS,
Hongkong, 3rd October, 1904. [2363]

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—
THE SECRETARY,
The Bowling Club Ltd.,
Hongkong, 14th July, 1904. [1710]

TO LET.

N. O. 1, RIFON TERRACE (in FLATS).

A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CORNAUGHT ROAD (near BLAKE PIER).

GODOWNS, PRAYA EAST.

OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th June, 1904. [75]

TO LET.

N. O. 6, DES VŒUX ROAD (opposite King Edward Hotel), ONE or TWO FLATS of Five Rooms each and Servants' Quarters.

THREE LARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same floor as that occupied by the China Fire Insurance Co.

Also ONE LARGE ROOM with Verandah and One Small Room in ICE HOUSE ROAD (next to the Moreton Bank), at present in the occupation of Mr. Layton.

Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 28th September, 1904. [2322]

TO LET.

N. O. 10, KNUSTFORD TERRACE, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th October, 1904. [2410]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.

For particulars, apply to—
P. O. BOX 22,
Care of Daily Press Office,
Hongkong, 17th June, 1904. [1507]

TO LET.

N. O. 17, 19 & 21, SEYMOUR ROAD.

Nos. 6, CASTLE ROAD.
Nos. 74, CAINE ROAD.

Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 17th September, 1904. [430]

TO LET.

N. O. 6, UPPER MOSQUE TERRACE.

European residence; just renovated, painted and colourwashed; immediate possession.

Apply to—
G. J. SEQUEIRA,
Care of A. R. Marty,
Hongkong, 28th September, 1904. [2321]

TO LET.

N. O. 1, STEWART TERRACE, the Peak.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th March, 1904. [365]

TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).

Apply to—
X,
Care of Daily Press Office,
Hongkong, 6th September, 1904. [2161]

TO LET.

PART OF A HOUSE, consisting of Five Rooms, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour.

Immediate possession.

Apply to—
S. V. A.,
Care of Daily Press Office,
Hongkong, 3rd October, 1904. [2357]

TO LET.

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.

Apply to—
C. L.,
Care of Daily Press Office,
Hongkong, 5th October, 1904. [2375]

TO LET.

3RD FLOOR, suitable for Office.

Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 3rd June, 1904. [74]

TO LET.

TWO LARGE ROOMS on Caine Road Level, with Bathroom, Verandah and a Fine View of the Harbour.

Apply to—
"LODGINGS,"
Care of Daily Press Office,
Hongkong, 6th October, 1904. [2386]

TO LET.

ONE COMFORTABLY FURNISHED ROOM with Bathroom, &c., in 39, ROBINSON ROAD.

Apply to—
J. ULLMANN & CO.,
34, Queen's Road,
Hongkong, 29th September, 1904. [2331]

TO LET.

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 5589. AIR GUNS and AMMUNITION.

W. SCHMIDT & CO.,
Hongkong 28th November, 1902

SHANGHAI GENERAL CHAMBER OF COMMERCE.

TRADE MARKS REGULATIONS.
As the outcome of the deliberations of the sub-Committee appointed by the Special General Meeting held on 22nd inst., the following letter has been forwarded to the British Minister, through H.B.M.'s Consul-General, Sir Polham Warren, K.C.M.G., and is now published for general information.

LESLIE J. CUBITT,
Secretary.

Shanghai, 30th September, 1904.

To His Excellency,
Sir ERNEST SATOW, G.C.M.G.,
H.B.M.'s Minister Plenipotentiary,
Peking.

Your Excellency.—I have now the honour to lay before you in detail, the views of this Chamber regarding the Provisional Regulations for the Registration of Trade Marks, which Regulations were submitted to the consideration of a Special General Meeting of Members on 22nd inst. A copy of the Minutes of that meeting is enclosed herewith for reference.

The convening of that Meeting had its origin in the receipt by this Chamber of a communication from Mr. J. W. Jamieson, H. B. M.'s Commercial Attaché, stating that he had received a telegram from Your Excellency to the effect that, regarding the postponement of the coming into force of the Regulations for six months as requested by this Chamber and other Commercial Bodies, you would find yourself in a better position to formulate a request to the Chinese Government, were you placed in possession of the views held by the Chamber of Commerce and other Commercial Bodies on the various points requiring, in their opinion, further consideration, and should you consider them of sufficient importance to warrant a reopening of the question.

I beg to say by way of preface, that there is no feeling of antagonism among the mercantile community here on the subject of Trade Marks legislation generally—on the contrary, the desire is as strong as ever, to have the provisions of Clause VII of the British Treaty of 1902 given effect to by an effective system of registration at a reasonable fee. I would also add that, in reading the Regulations and criticising them this Chamber has adhered solely to the translation made by Mr. J. W. Jamieson—copy of which I have the honour to enclose.

I think it of importance that this should be mentioned as there are other translations, emanating from official sources which differ in some respect from that which has been laid before this Chamber, and it is possible that some of the clauses which now appear ambiguous, may be capable of explanation in this way.

The grounds on which the request for postponement is based are, that further consideration is deemed advisable on the following points, and that as many firms and individuals here are acting as Agents for others in Europe, there is not sufficient time before 23rd October for those so situated to consult their principals and to receive their instructions.

The Registrar.—It is not stated in the Regulations whether this official is to be a Chinese or a Foreigner, nor is any provision made for appeal against the Registrar's ruling to a higher authority—a reconsideration of ruling by the Registrar himself only being referred to in the scale of Fees.

This Chamber respectfully urges the importance of the Registrar being a Foreigner who shall be an expert in the matter of Trade Marks, and the desirability of Appeal from the Registrar's ruling to the Foreign Ministers at Peking.

Language.—The Regulations, as they stand, require that Foreign Applications be accompanied by Chinese translations. This Chamber is of opinion that Foreign Correspondence should be admitted in the English language only for the following reasons:—

(a) According to Clause VII of the British Treaty 1902, the Registration Offices are to be under the Imperial Maritime Customs. In all Departments of the Customs, English is the universal language for the transaction of business with foreigners, and there would appear to be no sufficient reason why an exception should be made in respect of the Registrar's Department—more especially as the staff will be foreign and English is the one language common to all the nationalities of which the Customs staff is composed.

(b) The Applicant would be entirely in the hands of his translator in making his application and might subsequently find that the Registrar would not accept his translation as correctly

conveying his intentions at the time of Registration.

(c) The applicant would be put to considerable expense in the matter of translations.

Head Office and Branch Offices.—While this Chamber would view with satisfaction the establishment of the Head Office at Shanghai, as being the commercial centre for Foreign Trade, it is of opinion that failing this, it is essential, in order to avoid delay, that the Shanghai Office be empowered to issue Certificates and transact business connected with Trade Marks generally, subject to veto by the Head Office at Peking.

Scale of Fees.—It is the unanimous opinion of the Members of this Chamber that the scale of fees is contrary to the spirit of Clause VII of the British Treaty 1902, which stipulates that Foreign Trade-marks may be registered at a reasonable fee. It is also defective in omitting to state whether the fees, as stated, are payable for registration in each class, or constitute an inclusive payment for one mark in all classes at the option of the Applicant.

In this connection, I may state that there is considerable doubt as to the interpretation of Regulation 11 and Detailed Rule 21. These two paragraphs appear to impose upon Firms making any change in their partnership arrangements, the necessity of paying Tls. 20 per mark for the recording of each such change.

As the admission and retirement of partners in Firms in China are of such frequent occurrence, this regulation would involve a very serious outlay and would, for this reason, call for a strong protest on the part of this Chamber.

On the other hand, if this is not the intention of the Regulations, an amendment of the wording in order to obviate any possible misconception on the point, is held to be important.

Protection of Marks Registered Abroad and Marks that have been used in China for over two years prior to the Application for Registration.—Regulations 8, 19, and 21 contain the provisions for the protection of established marks, such protection consisting in the fact that such marks "cannot be registered"—(I may here note that other translations interpret this "will be refused registration") and in the event of infringement, the proprietor has the right to proceed against the offender who (if he be a Chinese) on the case being proved will be punished.

This is the reading of the regulations by one section of the Members of the Chamber, while there is another section to whom it is not clear that these three articles contain even efficient protection for old marks which are not registered in China.

But assuming that the former interpretation is the correct one, it means that the proprietors of old marks must keep a constant watch, permanently, in order to see that their marks are not being infringed—a contingency that would certainly arise otherwise, as the marks not being registered, the Registrar would not, at the time of application by another, be in possession of the information which would justify him in refusing registration.

The constant necessity of such vigilance, apart from the payment of examination fees, would become an intolerable burden, but to adopt the alternative of registering all old marks would cost many of the older firms in Shanghai from Tls. 10,000 to Tls. 20,000 under the present scale of fees.

As it was evidently not the intention of the British Government when making the Treaty, that Merchants should be in a worse position than they were before, this Chamber cannot doubt that a more reasonable and less burdensome form of protection than the present Regulations contain will be insisted on.

In all countries where Trade Marks are protected, protection is based on Registration, which appears to this Chamber to be the only sound basis, but the cost of registering 200 or 300 marks under the scale laid down in Regulation 23 is prohibitive, and this Chamber ventures to suggest that the difficulty might be met by requiring owners of Trade Marks registered abroad, and marks which have been used in China for over two years, to deposit such marks with the Registrar, accompanied by satisfactory proof of title, in order that the Registrar might have in his possession the necessary particulars for reference when considering applications. Should this suggestion not meet with approval, another way out of the difficulty might be found in permitting proprietors of such marks to register the same for the payment of an initial fee of, say Tls. 30, and a further fee of Tls. 1 for every mark so registered.

Finally, this Chamber is strongly of opinion that it is very desirable that an authorised English translation of the Regulations be issued which shall be accepted as the official guide in dealing with all Foreign Trademarkers.

In giving the foregoing details, it has been my aim to dwell only on those points which appear to be of fundamental importance and to pass over minor ambiguities, which one may suppose will receive attention before the Provisional Regulations are made absolute.

I have endeavoured to show that the claim for an extension of six months is well founded, and I earnestly trust that Your Excellency may consider that the reasons given warrant your making a request to the Chinese Government in this sense.

I have the honour to be, Your Excellency's most obedient and humble servant, WILLIAM D. LITTLE, Chairman.—N.C. Daily News.

conveying his intentions at the time of Registration.

(c) The applicant would be put to considerable expense in the matter of translations.

Head Office and Branch Offices.—While this Chamber would view with satisfaction the establishment of the Head Office at Shanghai, as being the commercial centre for Foreign Trade, it is of opinion that failing this, it is essential, in order to avoid delay, that the Shanghai Office be empowered to issue Certificates and transact business connected with Trade Marks generally, subject to veto by the Head Office at Peking.

Scale of Fees.—It is the unanimous opinion of the Members of this Chamber that the scale of fees is contrary to the spirit of Clause VII of the British Treaty 1902, which stipulates that Foreign Trade-marks may be registered at a reasonable fee. It is also defective in omitting to state whether the fees, as stated, are payable for registration in each class, or constitute an inclusive payment for one mark in all classes at the option of the Applicant.

In this connection, I may state that there is considerable doubt as to the interpretation of Regulation 11 and Detailed Rule 21. These two paragraphs appear to impose upon Firms making any change in their partnership arrangements, the necessity of paying Tls. 20 per mark for the recording of each such change.

As the admission and retirement of partners in Firms in China are of such frequent occurrence, this regulation would involve a very serious outlay and would, for this reason, call for a strong protest on the part of this Chamber.

On the other hand, if this is not the intention of the Regulations, an amendment of the wording in order to obviate any possible misconception on the point, is held to be important.

Protection of Marks Registered Abroad and Marks that have been used in China for over two years prior to the Application for Registration.—Regulations 8, 19, and 21 contain the provisions for the protection of established marks, such protection consisting in the fact that such marks "cannot be registered"—(I may here note that other translations interpret this "will be refused registration") and in the event of infringement, the proprietor has the right to proceed against the offender who (if he be a Chinese) on the case being proved will be punished.

This is the reading of the regulations by one section of the Members of the Chamber, while there is another section to whom it is not clear that these three articles contain even efficient protection for old marks which are not registered in China.

But assuming that the former interpretation is the correct one, it means that the proprietors of old marks must keep a constant watch, permanently, in order to see that their marks are not being infringed—a contingency that would certainly arise otherwise, as the marks not being registered, the Registrar would not, at the time of application by another, be in possession of the information which would justify him in refusing registration.

The constant necessity of such vigilance, apart from the payment of examination fees, would become an intolerable burden, but to adopt the alternative of registering all old marks would cost many of the older firms in Shanghai from Tls. 10,000 to Tls. 20,000 under the present scale of fees.

As it was evidently not the intention of the British Government when making the Treaty, that Merchants should be in a worse position than they were before, this Chamber cannot doubt that a more reasonable and less burdensome form of protection than the present Regulations contain will be insisted on.

In all countries where Trade Marks are protected, protection is based on Registration, which appears to this Chamber to be the only sound basis, but the cost of registering 200 or 300 marks under the scale laid down in Regulation 23 is prohibitive, and this Chamber ventures to suggest that the difficulty might be met by requiring owners of Trade Marks registered abroad, and marks which have been used in China for over two years, to deposit such marks with the Registrar, accompanied by satisfactory proof of title, in order that the Registrar might have in his possession the necessary particulars for reference when considering applications. Should this suggestion not meet with approval, another way out of the difficulty might be found in permitting proprietors of such marks to register the same for the payment of an initial fee of, say Tls. 30, and a further fee of Tls. 1 for every mark so registered.

Finally, this Chamber is strongly of opinion that it is very desirable that an authorised English translation of the Regulations be issued which shall be accepted as the official guide in dealing with all Foreign Trademarkers.

In giving the foregoing details, it has been my aim to dwell only on those points which appear to be of fundamental importance and to pass over minor ambiguities, which one may suppose will receive attention before the Provisional Regulations are made absolute.

I have endeavoured to show that the claim for an extension of six months is well founded, and I earnestly trust that Your Excellency may consider that the reasons given warrant your making a request to the Chinese Government in this sense.

I have the honour to be, Your Excellency's most obedient and humble servant, WILLIAM D. LITTLE, Chairman.—N.C. Daily News.

conveying his intentions at the time of Registration.

(c) The applicant would be put to considerable expense in the matter of translations.

Head Office and Branch Offices.—While this Chamber would view with satisfaction the establishment of the Head Office at Shanghai, as being the commercial centre for Foreign Trade, it is of opinion that failing this, it is essential, in order to avoid delay, that the Shanghai Office be empowered to issue Certificates and transact business connected with Trade Marks generally, subject to veto by the Head Office at Peking.

Scale of Fees.—It is the unanimous opinion of the Members of this Chamber that the scale of fees is contrary to the spirit of Clause VII of the British Treaty 1902, which stipulates that Foreign Trade-marks may be registered at a reasonable fee. It is also defective in omitting to state whether the fees, as stated, are payable for registration in each class, or constitute an inclusive payment for one mark in all classes at the option of the Applicant.

In this connection, I may state that there is considerable doubt as to the interpretation of Regulation 11 and Detailed Rule 21. These two paragraphs appear to impose upon Firms making any change in their partnership arrangements, the necessity of paying Tls. 20 per mark for the recording of each such change.

As the admission and retirement of partners in Firms in China are of such frequent occurrence, this regulation would involve a very serious outlay and would, for this reason, call for a strong protest on the part of this Chamber.

On the other hand, if this is not the intention of the Regulations, an amendment of the wording in order to obviate any possible misconception on the point, is held to be important.

Protection of Marks Registered Abroad and Marks that have been used in China for over two years prior to the Application for Registration.—Regulations 8, 19, and 21 contain the provisions for the protection of established marks, such protection consisting in the fact that such marks "cannot be registered"—(I may here note that other translations interpret this "will be refused registration") and in the event of infringement, the proprietor has the right to proceed against the offender who (if he be a Chinese) on the case being proved will be punished.

This is the reading of the regulations by one section of the Members of the Chamber, while there is another section to whom it is not clear that these three articles contain even efficient protection for old marks which are not registered in China.

But assuming that the former interpretation is the correct one, it means that the proprietors of old marks must keep a constant watch, permanently, in order to see that their marks are not being infringed—a contingency that would certainly arise otherwise, as the marks not being registered, the Registrar would not, at the time of application by another, be in possession of the information which would justify him in refusing registration.

The constant necessity of such vigilance, apart from the payment of examination fees, would become an intolerable burden, but to adopt the alternative of registering all old marks would cost many of the older firms in Shanghai from Tls. 10,000 to Tls. 20,000 under the present scale of fees.

As it was evidently not the intention of the British Government when making the Treaty, that Merchants should be in a worse position than they were before, this Chamber cannot doubt that a more reasonable and less burdensome form of protection than the present Regulations contain will be insisted on.

In all countries where Trade Marks are protected, protection is based on Registration, which appears to this Chamber to be the only sound basis, but the cost of registering 200 or 300 marks under the scale laid down in Regulation 23 is prohibitive, and this Chamber ventures to suggest that the difficulty might be met by requiring owners of Trade Marks registered abroad, and marks which have been used in China for over two years, to deposit such marks with the Registrar, accompanied by satisfactory proof of title, in order that the Registrar might have in his possession the necessary particulars for reference when considering applications. Should this suggestion not meet with approval, another way out of the difficulty might be found in permitting proprietors of such marks to register the same for the payment of an initial fee of, say Tls. 30, and a further fee of Tls. 1 for every mark so registered.

Finally, this Chamber is strongly of opinion that it is very desirable that an authorised English translation of the Regulations be issued which shall be accepted as the official guide in dealing with all Foreign Trademarkers.

In giving the foregoing details, it has been my aim to dwell only on those points which appear to be of fundamental importance and to pass over minor ambiguities, which one may suppose will receive attention before the Provisional Regulations are made absolute.

I have endeavoured to show that the claim for an extension of six months is well founded, and I earnestly trust that Your Excellency may consider that the reasons given warrant your making a request to the Chinese Government in this sense.

I have the honour to be, Your Excellency's most obedient and humble servant, WILLIAM D. LITTLE, Chairman.—N.C. Daily News.

conveying his intentions at the time of Registration.

(c) The applicant would be put to considerable expense in the matter of translations.

Head Office and Branch Offices.—While this Chamber would view with satisfaction the establishment of the Head Office at Shanghai, as being the commercial centre for Foreign Trade, it is of opinion that failing this, it is essential, in order to avoid delay, that the Shanghai Office be empowered to issue Certificates and transact business connected with Trade Marks generally, subject to veto by the Head Office

SHIPPING.

ARRIVALS.
 ASPERN, Austrian liner, 2,400 Grunzenberger, 11th Oct.—Shanghai 8th October.
 FOXTON HALL, British str., 2,775, A. S. Kiltart, 10th Oct.—Calcutta 24th Sept. and Straits 5th Oct., General.—12, Sassoon & Co.
 OARPA, British str., 5,676, T. Bartlett, 11th Oct.—Yokohama via Japan 7th October, General.—Butterfield & Swire.
 PHANANG, German str., 1,021, A. Schmorl-fuss, 11th Oct.—Bangkok 3rd Oct., Rios.—Butterfield & Swire.
 SACHSEN, German str., 5,026, H. Feyen, 12th October, Yokohama 1st Oct., General.—Melchers & Co.
 THALES, British str., 820, E. S. Crowe, 11th Oct.—Swatow 10th Oct., General.—Douglas Lippuk & Co.
 ZAFIRO, British str., 1,611, R. Rodger, 10th October, Manila 8th October, General.—Shewan, Tomes & Co.

CLEARANCES.
 AT THE HARBOR MASTER'S OFFICE.
 11th October.
 Apenrade, German str., for Hailow.
 Borneo, German str., for Kudat.
 Foxton Hall, British str., for Shanghai.
 Kaitou, British str., for Nagasaki.
 Melchior, German str., for Hongkong.
 Petrich, German str., for Saigon.
 Theinis, Norwegian str., for Kobe.
 Triumph, German str., for Swatow.
 Yuen-sang, British str., for Amoy.

DEPARTURES.
 11th October.
 CHUYEN, Chinese str., for Canton.
 HINDUSTAN, British str., for New York.
 LYEMOON, German str., for Chempoo.
 MANCHURIA, Am. str., for San Francisco.
 NANSANG, British str., for Shanghai.
 SINTUS, British str., for Manila.
 SUNGKIANG, British str., for Manila.
 TEAN, British str., for Tientsin.
 WOSANG, British str., for Tientsin.

VESSELS IN DOCK.
 11th October.
 ABERDEEN DOCKS.—U. S. S. Pathfinder, Lika, Agincourt, U. S. S. Pompey, U. S. S. Fathomer, U. S. S. Bainbridge, U. S. S. Chauncey, Kaitou, Coptic, Thales.
 COSMOPOLITAN DOCK.—Lilia.

VESSELS PASSED ANJER.
 Sept. 21, Dutch str., Gede, Bagchus, Sept. 21, from Batavia for Rotterdam.
 Sept. 21, Dutch str., Tumor, Koops, Sept. 21, from Batavia for Amsterdam.
 Sept. 22, British str., Vermont, Haynes, July 30, from Cardiff for Hongkong.
 Sept. 24, British str., Lethian, from Hongkong for Durban.
 Sept. 24, British str., Islander, Wright, Sept. 22, from Singapore for Christmas Island.
 Sept. 24, British str., Sindora, Guthrie, Aug. 20, from Rotterdam for Batavia.
 Sept. 25, British str., Zambesi, from East.
 Sept. 26, British str., Lively, Juss, from East.
 Sept. 27, Italian str., Eremo, Quairola, June 12, from New York for Anjer.
 Sept. 28, British str., Ithal, from Hongkong for Durban.
 Sept. 28, Dutch str., Munia Johanna, van der Looy, May 28, from Rotterdam for Batavia.

VESSELS ON THE BERTH.
 IMPERIAL GERMAN MAIL LINE.
 NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
 THE Imperial German Mail Steamship

"PRINCESS ALICE."
 Captain P. Wettin, due here with the outward German Mail about TUESDAY, at 5 p.m., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.
 For Further Particulars, apply to
 MELCHERS & CO., Agents.
 Hongkong, 10th October, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship

"HAITAN."
 Captain Roach, will be despatched for the above ports, on FRIDAY, 14th inst., at 10 a.m.
 For Freight or Passage, apply to
 DOUGLAS LARPAK & CO., General Managers.
 Hongkong, 10th October, 1904.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.
 FOR AMOY, STRAITS AND RANGOON.
 THE Company's Steamship

"PUNDUA."
 Captain Thomson, will be despatched as above on SUNDAY, the 16th inst., at DAYLIGHT.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., Agents.
 Hongkong, 10th October, 1904.

COMPAGNIE DES MESSEGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 NOTICE.

STEAM FOR
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO
 PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, 1904, at 1 p.m., the Company's Steamship "SALAZIE," Captain Negre, with Mails, Passengers, Special Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.
 This Steamer connects at COLOMBO with the Australian line, and at ADEN with the India line, and is registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 17th October. Special and Parcel received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 L. BRIDOU, Acting Agent.
 Hongkong, 6th October, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
JAPAN	MAITA	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 13th inst.
MAITA	MAITA	Brit. str.	K. A. Peters	P. & O. S. N. Co.	22nd inst. Noon.
PINGSUY	PINGSUY	Brit. str.	.....	BUTTERFIELD & SWIRE	25th inst.
MACHAON	MACHAON	Brit. str.	.....	BUTTERFIELD & SWIRE	8th Nov.
JASON	JASON	Brit. str.	.....	BUTTERFIELD & SWIRE	22nd Nov.
SALAZIE	SALAZIE	Brit. str.	Negre	MESSEGERIES MARITIMES	18th inst. 1 p.m.
SACHSEN	SACHSEN	Ger. str.	H. Feyen	MELCHERS & CO.	To-day Noon.
SVETIA	SVETIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINIE	18th inst.
BRISGAVIA	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
SLAVONIA	SLAVONIA	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	15th Nov.
SEGOVIA	SEGOVIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	29th Nov.
SENEGAMBIA	SENEGAMBIA	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	30th inst. p.m.
TRIESTE	TRIESTE	Aus. str.	Mistorigo	SANDER, WISLER & CO.	22nd inst.
ACHILLES	ACHILLES	Brit. str.	Williams	BUTTERFIELD & SWIRE	22nd Nov.
AGAMEMNON	AGAMEMNON	Brit. str.	Williams	BUTTERFIELD & SWIRE	About 18th Nov.
ST. HUGO	ST. HUGO	Brit. str.	Parker	DODWELL & CO. LD.	About 16th inst.
CLAUVERBURN	CLAUVERBURN	Brit. str.	Parker	SHEWAN, TOMES & CO.	About 28th inst.
ALBENGA	ALBENGA	Ital. str.	Petersen	CANADIAN PACIFIC R. CO.	19th inst.
E. OF CHINA	E. OF CHINA	Brit. str.	E. Beetham	CANADIAN PACIFIC R. CO.	19th inst.
ATHENIAN	ATHENIAN	Brit. str.	S. Robinson	DODWELL & CO. LIMITED	20th inst.
LYEA	LYEA	Brit. str.	G. V. Williams	BUTTERFIELD & SWIRE	1st Nov.
YANGTSER	YANGTSER	Brit. str.	.....	PORTLAND & ASIATIC CO.	27th inst.
NUMANTIA	NUMANTIA	Brit. str.	A. H. Schaw	GIBB, LIVINGSTON & CO.	15th inst. 11 a.m.
AUSTRALIAN	AUSTRALIAN	Brit. str.	A. E. Messer	NIPPON YUSEN KAISHA	21st inst. 4 p.m.
YAWATA MARU	YAWATA MARU	Brit. str.	L. Dawson	BUTTERFIELD & SWIRE	22nd inst.
TAIWAN	TAIWAN	Brit. str.	.....	BUTTERFIELD & SWIRE	14th inst.
ICHANG	ICHANG	Brit. str.	.....	BUTTERFIELD & SWIRE	To-day.
NINGPO	NINGPO	Brit. str.	.....	BUTTERFIELD & SWIRE	To-day.
KWEIYANG	KWEIYANG	Brit. str.	J. Meathrol	BUTTERFIELD & SWIRE	To-day.
P. ALICE	P. ALICE	Ger. str.	P. Wettin	MELCHERS & CO.	Quick despatch.
SIMLA	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	About 21st inst.
BANCA	BANCA	Brit. str.	F. B. Fergusson	P. & O. S. N. Co.	About 25th inst.
WEAMPOA	WEAMPOA	Brit. str.	Partridge	BUTTERFIELD & SWIRE	To-day.
TAIWAN	TAIWAN	Brit. str.	Harder	BUTTERFIELD & SWIRE	16th inst.
PUNDUA	PUNDUA	Brit. str.	Thomson	JARDINE, MATHESON & CO.	16th inst. D'light.
M. STUVE	M. STUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	16th inst. D'light.
FRITHJOF	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	23rd inst. D'light.
PROVIDENCE	PROVIDENCE	Jap. str.	K. Korneliusen	OSAKA SHOSHEN KAISHA	19th inst. D'light.
CHIKI	CHIKI	Brit. str.	Hooker	BUTTERFIELD & SWIRE	To-morrow.
HAITAN	HAITAN	Brit. str.	.....	DOUGLAS LARPAK & CO.	14th inst. 10 a.m.
ZAFIRO	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	15th inst. 10 a.m.
LOONGSANG	LOONGSANG	Brit. str.	.....	JARDINE, MATHESON & CO.	2 st inst. 4 p.m.
KUMSANG	KUMSANG	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	22nd inst. 10 a.m.
BOENGO	BOENGO	Ger. str.	E. Mable	MELCHERS & CO.	Quick despatch.
CAPRI	CAPRI	Ital. str.	Bolsito	CARLOWITZ & CO.	15th inst. Noon.
LIGHTNING	LIGHTNING	Brit. str.	J. G. Spence	DAVID SASSOON & CO.	18th inst. 3 p.m.
KUMSANG	KUMSANG	Brit. str.	.....	JARDINE, MATHESON & CO.	25th inst. 3 p.m.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at Limer, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship

"AUSTRALIAN."
 Captain A. H. Seaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 a.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A daily qualified Surgeon and Stewards are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904.

HONGKONG-MACAO LINE.
 S.S. "WING CHAI."
 Captain T. Austin, F.R.N.

THIS Steamer departs from Hongkong, on Week Days, at 7.30 a.m.; and on Sundays, at 8.30 a.m.; Departs from Macao on Week Days about 2 p.m. and on Sundays at 7.30 p.m.

FARES—(week days) 1st Class (including cabin and servant), single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.

The Steamer will shortly be lit throughout by Electricity.
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
 MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904.

FOR CANTON.
 THE new and fast Twin-Screw Steamer
 "SAN CHEUNG."
 951 Tons, Captain J. McGinty, will leave for Canton at 9 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First class Fare, \$3 each way. Second class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.
 CHEUNG ON STEAMBOAT CO., LD.
 No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904.

HONGKONG-CANTON LINE.
 THE British steamship
 "YING KING."
 Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m., and returning from Canton every following evening at 5 p.m.
 1st Class \$3.00 for Single journey
 2nd Class 1.50
 Meals 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 OPERATING IN CONNECTION WITH THE
 OREGON RAILROAD & NAVIGATION CO.
 STEAMSHIP

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMFRON, GENERAL AGENT.
 Hongkong, 25th August, 1904.

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
 STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.

ZAFIRO 2540 R. Rodger Manila direct. Sat., 15th Oct., 10 a.m.
 RUBI 2540 R. W. Almond Manila direct. Sat., 22nd Oct., 10 a.m.

For Freight or Passage apply to
 SHEWAN, TOMES & CO., GENERAL MANAGERS.
 Hongkong, 10th October, 1904.

OSAKA SHOSHEN KAISHA
 REGULAR STEAMSHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING

TAMSUI, VIA SWATOW { "M. STUVE" SUNDAY, 16th Oct., at Daylight.
 AND AMOY { "PROVIDENCE" WEDNESDAY, 19th Oct., at Daylight.
 ANPING, VIA SWATOW { "KORNEILSEN" SUNDAY, 23rd Oct., at Daylight.
 AND AMOY { "FRITHJOF" SUNDAY, 23rd Oct., at Daylight.
 TAMSUI, VIA SWATOW { H. A. Haraldsen at Daylight.
 AND AMOY

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.
 T. ARIMA, Manager
 Hongkong, 10th October, 1904.

HAMBURG-AMERIKA LINIE.
 OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTI PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SUEVIA { HAVRE and HAMBURG On 18th Oct. Freight.
 Capt. von Döhren (Calling at Singapore, Penang and Colombo)
 BRISGAVIA { HAVRE and HAMBURG On 1st Nov. Freight.
 Capt. Schulke (Calling at Singapore, Penang and Colombo)
 SLAVONIA { HAVRE and HAMBURG On 15th Nov. Freight & Passengers.
 (or STRASSBURG) (Calling at Singapore, Penang and Colombo)
 SEGOVIA { HAVRE and HAMBURG On 29th Nov. Freight.
 Capt. Schoenfeldt (Calling at Singapore, Penang and Colombo)
 SENEGBIA { HAVRE and HAMBURG On 13th Dec. Freight.
 (or NUENBERG) (Calling at Singapore, Penang and Colombo)
 Capt. Jaburg

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE.
 No. 1, QUEEN'S BUILDINGS.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 13th Oct.
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 18th Oct.
 R.M.S. "TARTAR" 4,423 Tons. WEDNESDAY, 22nd Nov.
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 16th Nov.
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 14th Dec.
 Hongkong to London, 1st Class via St. Lawrence 400 via New York 520;
 Intermediate on Steamers 240. " " 242;
 and 1st Class Rail " " 240.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. W. CRADDOCK, Acting General Agent.
 9, Queen's Street.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Thursday, October 20th

† Cargo only.

FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 26th September, 1904.

PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

LONDON AND ANTWERP, VIA JAPAN About 13th Freight and
 SINGAPORE, PENANG, E. P. Martin, F.R.N. Passage.
 COLOMBO AND PORT SAID

* SHANGHAI { SIMLA About 21st Freight and
 { F. R. Summers October. Passage.
 LONDON, &c. { MALTA Noon, 22nd See Special
 { R. A. Peters October. Advertisement.

SHANGHAI { BANCA About 25th Freight only.
 { J. B. Fergusson October.

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to
 E. A. HEWITT,
 Superintendent.
 Hongkong, 10th October, 1904.

IMPERIAL GERMAN MAIL
 LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTI PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
 STEAMERS. SAILING DATES.

SACHSEN WEDNESDAY 12th October
 ZIEPEN WEDNESDAY 26th October
 PRINZESS ALICE WEDNESDAY 9th November
 PRINZ REGENT LUITPOLD WEDNESDAY 23rd November
 PRUSSEN WEDNESDAY 7th December
 PRINZ BITEL FRIEDRICH WEDNESDAY 21st December
 SEYDLITZ WEDNESDAY 4th January 1905
 GNEISENAU WEDNESDAY 18th January
 BAYERN WEDNESDAY 1st February
 PRINZ HEINRICH WEDNESDAY 15th February
 SACHSEN WEDNESDAY 1st March
 PRINZESS ALICE WEDNESDAY 15th March
 PRINZ REGENT LUITPOLD WEDNESDAY 29th March
 PRUSSEN WEDNESDAY 12th April
 PRINZ BITEL FRIEDRICH WEDNESDAY 26th April

ON WEDNESDAY, the 12th day of OCTOBER, 1904, at Noon, the Steamship "SACHSEN," Captain H. Feyen, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 10th October. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 11th October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 11th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsess.

Linen can be washed on board.

For further Particulars, apply to
 MELOHRS & CO., AGENTS.
 Hongkong, 10th October, 1904.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMBATA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"JASON"	On 11th October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 27th October.
GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th November.
GLASGOW and LIVERPOOL	"NINGCOW"	On 11th November.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 8th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th October, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG	"NINGPO"	On 12th October.
SHANGHAI	"KWEIYANG"	On 12th October.
SWATOW, CHEFOO, NEWCHANG and TIENTSIN	"WHAMPOA"	On 12th October.
KOBE	"CHIHLI"	On 13th October.
AMOI and SHANGHAI	"ICHAUNG"	On 14th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN"	On 15th October.
	"TAIYUAN"	On 27th October.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 12th October, 1904.

[12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
-----	----------	---------

* MANILA "LOONGSANG" Friday, 21st Oct. 4 P.M.

* SINGAPORE, PENANG & CALCUTTA "KUMSANG" Tuesday, 25th Oct. 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chofoo, Tientsin and Yangtze Ports.

‡ For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

Hongkong, 12th October, 1904.

[188]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S.	Captain
"SWANLEY"	... Captain J. P. Dawson.
"COURTFIELD"	... Captain J. W. Martin.
"CRANLEY"	... Captain W. E. Steele.
"IKBAL"	... Captain A. Jennings.
"ASCOT"	... Captain C. E. Cox.
"TWEEDDALE"	... Captain T. M. Milne.
"LOTHIAN"	... Captain J. C. Williamson.
"INKUM"	... Captain E. S. Pearce.

For Freight, apply to

GIBB, LIVINGSTON & CO.,

AGENTS.

Hongkong, 27th September, 1904.

[230]

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.

THE Company's Steamship

"YAWATA MARU"

Captain A. E. McEwen, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 1st October, 1904.

[2350]

DAMPSCHEFFS RHEDERER "UNION-ACHTEN GESELLSCHAFT, HAMBURG

FOR NEW YORK

THE Steamship

"ALBENGA"

Captain Petersen, will be despatched for the above port on or about WEDNESDAY, the 26th inst.

For Freight, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 5th October, 1904.

VESSEL ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN AND ZAMBOANGA.

THE Company's Steamship

"BORNEO,"

Captain E. Muhle, will be ready to load for the above ports on TUESDAY, the 11th inst.

For Freight or Passage, apply to

MELCHERS & CO.,

Agents.

Hongkong, 5th October, 1904.

[2378]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, ALEXANDRIA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above on SATURDAY, the 15th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 7th October, 1904.

[4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BELT OF LINDING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 22nd OCTOBER, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Britannia," 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Mogolia," due in London on the 4th December, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 10th October, 1904.

[1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE,"

Captain Mistrorico, will be despatched as above on SATURDAY, the 29th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 4th October, 1904.

[3]

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IYASAGI,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes used.

All Letters Addressed:—

MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU and HANKOW.

AGENTS:—

SHANGHAI: H. J. TRIPP.

HONGKONG: H. J. JEFFRIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, (Chi, Shinow, Namazuta and Rami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzz Coal from 1905.

Sole Agents for Kio, Komatsu (Tagawa) and Matsushima Collieries.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904.

[11]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN.

37, DES VEXES ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904.

[2161]

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"CAPRI,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whose delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant, will be subject to rent.

CARLOWITZ & CO.,

Agents.

Hongkong, 6th October, 1904.

[4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. Oceana.

From Australia, ex s.s. Marmora.

From Calcutta, ex s.s. Palma.

From Persian Gulf ex s.s. B. I. S. N. and P. & S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY, the 6th inst.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th October, 1904.

[1]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND PORTS.

THE China Mutual Steamship

"KAISOW,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY, the 10th inst.

Goods not cleared before the 17th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 29th inst., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 10th October, 1904.

[2419]

THE BEST THE OLDEST THE CHEAPEST BELT IN THE WORLD

IS

GANDY'S

"THE GANDY BELT," ENGLAND.

SOLE AGENTS:—

LUTGENS, EINSTMANN & CO.,

HONGKONG.

600-1

Also Large Stock of DODGE WOOD SPLIT PULLEYS.

AT SIZES TO FIT ALL SIZES SIZES

IN STOCK

THE GANDY BELT, ENGLAND.

SOLE AGENTS:—

LUTGENS, EINSTMANN & CO.,

HONGKONG.

600-1

GRIMAULT & Co

Medicinal Skin Soap

Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIERNE, 8

Paris

1255-3

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkable shortening, often

POST OFFICE NOTICES.

The *Princess Alice*, with the German mail of the 13th September, left Singapore on Friday, the 7th inst., at 1 p.m., and may be expected here this evening.

MAILS WILL CLOSE

FOR	PER	DATE.
Macao	Wednesday, 12th, 7.00 A.M.	
Canton	Wednesday, 12th, 7.30 A.M.	
Kobe and Shanghai	Wednesday, 12th, 8.00 A.M.	
Shanghai	Wednesday, 12th, 10.00 A.M.	
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Wednesday, 12th, 10.00 A.M.	
Europe, &c., India via Tientsin	Wednesday, 12th, 10.00 A.M.	
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

FOR	PER	DATE.
Macao	Wednesday, 12th, 1.15 P.M.	
Shanghai	Wednesday, 12th, 3.00 P.M.	
Ningpo and Shanghai	Wednesday, 12th, 4.00 P.M.	
Canton	Wednesday, 12th, 5.00 P.M.	
Kobe, Amoy, Shanghai, Samsui, Shihing, Takahing and Wuchow	Wednesday, 12th, 5.00 P.M.	
Nantao	Wednesday, 12th, 5.00 P.M.	
Samsui	Wednesday, 12th, 5.00 P.M.	
Macao	Thursday, 13th, 7.00 A.M.	
Canton	Thursday, 13th, 7.30 A.M.	
Kobe and Shanghai	Thursday, 13th, 8.00 A.M.	
Shanghai	Thursday, 13th, 10.00 A.M.	
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Thursday, 13th, 10.00 A.M.	
Europe, &c., India via Tientsin	Thursday, 13th, 10.00 A.M.	
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

TO-MORROW.
Sale, Japanese Curio, Sales Rooms, Mr. V. I. Remedios, 230 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

11th October

ON LONDON—	Telegraphic Transfer	1.91
Bank Bills, on demand	1.10	
Bank Bills, at 30 days' sight	1.10	
Bank Bills, at 4 months' sight	1.10	
Credits, at 4 months' sight	1.10	
Documentary Bills, 4 months' sight	1.10	
ON PARIS—	Bank Bills, on demand	1.90
Credits, at 4 months' sight	2.23	
ON GERMANY—	On demand	187
ON NEW YORK—	Bank Bills, on demand	44
Credits, 60 days' sight	45	
ON BOMBAY—	Telegraphic Transfer	136
Bank, on demand	137	
ON CALCUTTA—	Telegraphic Transfer	136
Bank, on demand	137	
ON SHANGHAI—	Bank, at sight	71
Private, 30 days' sight	72	
ON YOKOHAMA—	On demand	30
ON MANILA—	On demand—Pesos	89
ON SINGAPORE—	On demand	51 p.c. p.m.
ON BATAVIA—	On demand	110
ON HONGKONG—	On demand	11 p.c. p.m.
ON SAMSUI—	On demand	11 p.c. p.m.
ON BANGKOK—	On demand	62
SOVEREIGNS, Bank's Buying Rate	101.85	
GOLD LEAF, 100 fine, per tola	87	
RAR SILVER, per oz.	26	

OPIUM.

13th October.

Malwa New	.....\$1070	to \$1100	per pic
Malwa Old	.....\$1140	to \$1160	"
Malwa Older	.....\$1270	to \$1300	"
Malwa V. Old	.....\$1300	to \$1320	"
Persian fine quality	\$880	to	"
Persian extra fine	\$9. 0	to	"
Patna New	.....\$1102½	to	per ch
Patna Old	\$ —	to	"
Benares New	.....\$1057½	to	"
Benares Old	.....\$1070	to	"